A

VOYAGE ROUND THE WORLD,

PERFORMED IN 1785, 1786, 1787, AND 1788,

By CAPT. GEO. DIXON.

413. M.



TO THE

Right Honorable the Lords Commissioners,

FOR

EXECUTING the OFFICE

OF

LORD HIGH ADMIRAL of GREAT BRITAIN,

This CHART of the NORTH WEST COAST

OF

AMERICA,

With the TRACKS of the King George and Queen Charlotte in 1786 & 1787.

IS

INSCRIBED by their LORDSHIPS

most Obedient and Devoted Servants

London Dec.r 24th 1788. *George Dixon.*

BRITISH MUSEUM

Published as the Act directs by Capt.n Dixon Dec.r 24.th 1788.

160 159 158 157 156 155 154 153 152 151 150

61 60 59 58 57 56 55 54 53 52 51 50 49

COOK'S RIVER

Volcano M

Mt St Augustine

C. Douglas

Barren Ilds

KODIAC

St Hermogene Ille

Whitsunday Bay

C. Greville

Foggy C.

Foggy Ille

Pinnacle P.

C. Trinity

Trinity Ille

Schumagins Illes

KODIAC by COOK

P. Possession

R. Turn-again

Anchor Pt

Coal Harbour

C. Elizabeth

Aug. 15th

July 16th

30 24 30 50 35

TO THE

Right Honorable the Lords

FOR

EXECUTING the

OF

LORD HIGH ADMIRAL of

This CHART of the NORT

OF

AMERI

With the TRACKS of the King George and Q

IS

INSCRIBED by their

most Obedient and Devo

London Dec.r 24th 1788.

W. Long. from the Meridian of Greenwich.

140 139 138 137 136 135 134 133 132 131 130 129 128 127 126

61 60 59 58 57 56 55 54 53 52 51 50

Admiralty Bay
Port Mulgrave
C. Phipps
Beerings Bay
C. Fair Weather
Cross Sound
Portlock's Harbour
Sept. 8th.
Hinchinbrook Sound
Montagu I.
Port Banks
C. Lauder
Hazy Isles
June 28th.
Forrester's Isle
C. Pitt
DIXON'S STRAITS
C. Chatham
July 1st. 1787.
Var. 24.27 E.
North I.
Cloak Bay
QUEEN CHARLOTTE'S ISLES
Hippa I.
Rennell's Sound
C. Dalrymple
25 Sound
14
40 Black Stones
Tlibertsons Sound
C. St. James
Aug. 1st. 1787.
Var. 24.18 E.
C. Cox
Berresford's Isle
C. Scott
Woody Pt.
NOOTKA or KING GEORGE'S SOUND
Breakers Pt.
Var. 20.00 E.
Berkeley's Sound

EXPLANATION

This shews the Track of both Ships in Company

This the *Queen Charlotte* after parting Company 15th May 1787

High Water full and change

	h.	m.
In the Stream off Coal Harbour	3,	00
S.W. End of Montague Isle	12,	40
In Port Mulgrave	12,	30
At Cape Edgecombe	12,	30
In Port Banks	1,	20
In King George's Sound	12,	20

Engraved by W. Harrison No. 7 Brid. St. No. 19 Winchester Street, Poole.

K. B. W. [i.e. W. Bancroft.]

A

VOYAGE ROUND THE WORLD;

BUT MORE PARTICULARLY TO THE

NORTH-WEST COAST OF AMERICA:

PERFORMED IN 1785, 1786, 1787, AND 1788,

IN

THE KING GEORGE AND QUEEN CHARLOTTE,

CAPTAINS PORTLOCK AND DIXON.

DEDICATED, BY PERMISSION, TO

SIR JOSEPH BANKS, BART.

BY CAPTAIN GEORGE DIXON.

LONDON:

PUBLISHED BY GEO. GOULDING,

HAYDN'S HEAD, NO. 6, JAMES STREET, COVENT GARDEN.

1789.

1t

MVSEVM
BRITAN
NICVM

TO

SIR JOSEPH BANKS, BART.

PRESIDENT OF THE ROYAL SOCIETY.

SIR,

AMIDST the doubt and apprehenſion which naturally attend an author on ſubmitting his publications to the world, I have the pleaſure of reflecting, that by your permiſſion I prefix to the following Work the name of a Perſon eminently diſtinguiſhed in the literary world, and who, not ſatisfied with theoretical knowledge, has traverſed the globe in purſuit of uſeful ſcience. This permiſſion, Sir, muſt ſtamp a value on the Work, and makes me leſs apprehenſive for its ſucceſs.

I beg

I beg leave to present my most grateful acknowledgments for this public testimony of your favour; and am,

With great respect,

SIR,

Your most obedient

Humble Servant,

George Dixon.

LONDON,
Jan. 1789.

INTRODUCTION.



IN the early periods of Navigation, it does not ſeem that the extenſion of *Commerce* was altogether the aim of the enterprizing Adventurer; and though generally patronized by the reigning Powers, where theſe deſigns originated, yet, a thirſt after glory, and a boundleſs ambition of adding to the ſtrength and extent of territory, on one hand, or a rapacious deſire of accumulating wealth, or, perhaps the fame of making diſcoveries, on the other, appear to have been the only objects in view.

There cannot be a greater proof of the truth of this poſition, than the uniform behaviour of the Spaniards, in the whole courſe of their almoſt unbounded acquiſitions of diſcovery, conqueſt, and wealth. The ſhocking barbarities practiſed by them when they conquered what was then called the *New World*, caſt ſuch an indelible ſtain on that period of their annals, as *time* can never obliterate.

To

To the honour of the *Britiſh Nation* be it ſaid, their conduct has uniformly been the reverſe: whatever unknown tracts of land they have explored; wherever they found inhabitants, their attention and humanity towards them have uniformly been ſuch, as to gain their *affection*, and conciliate their *eſteem*, inſtead of exciting their reſentment, or incurring their hatred.

Indeed, if we regard adventurers from our own Country in a commercial point of view, even ſo lately as the latter part of the laſt, or beginning of the preſent century, we ſhall find the generality of them little better than *free-booters*; but on the other hand, were we to take a retroſpective view of the ſeveral voyages made immediately under the patronage of Government, during the ſpace of the laſt fifty years, we ſhall not only find them ſet on foot for the benefit of mankind in general, but that their endeavours to improve Navigation, and the different Sciences connected therewith, have been attended with the moſt brilliant ſucceſs; and it is not eaſy to ſay, whether that zeal for the general good which firſt projected theſe voyages, or the conſtant wiſh to have the reſult of them made univerſally public, reflects the greateſt luſtre on their royal and munificent patrons.

Without

Without entering into a particular enumeration of theſe Voyages here, which would be ſuperfluous, let it ſuffice to ſay, that during the late Captain Cook's laſt Voyage to the Pacific Ocean, beſides every ſcientific advantage which might be derived from it, a new and inexhauſtible mine of wealth was laid open to future Navigators, by trading for furs of the moſt valuable kind, on the North Weſt Coaſt of America.

This diſcovery, though obviouſly a ſource from whence immenſe riches might be expected, and communicated, no doubt, to numbers in the year 1780, was not immediately attended to. The proſecution of any effectual plan to carry on this novel undertaking, required not only patience and perſeverance, but a degree of ſpirit and enterprize which does not often fall to the lot of individuals: however, in the Spring of 1785, a ſet of Gentlemen procured a Charter from the South Sea Company, (to whom the excluſive privilege of trading in the Northern Pacific Ocean belongs) for the ſole right of carrying on this traffic to its utmoſt extent; to facilitate which, two veſſels were immediately purchaſed, and fitted out with all expedition, in order to proceed on a Voyage to the North Weſt Coaſt of America, an account of which is the ſubject of the following ſheets.

So laudable a deſire of embarking in this new channel of commerce, naturally engaged the attention of the world in general, and the undertaking was approved of, and encouraged by Gentlemen whoſe names alone were ſufficient to bring the Voyage into public notice. The Right Honourable Lord Mulgrave, Sir Joſeph Banks, and Mr. Roſe, honoured us with a viſit on board; and with that degree of goodneſs which ever diſtinguiſhes their characters, ſignified their approbation of the plan, and beſt wiſhes for its ſucceſs.

Theſe very flattering encouragements were additional inducements for the Owners to proſecute the undertaking with vigour; and nothing was left unattempted, that could poſſibly be thought of, to render it ſucceſsful. Whatever furs might be procured in our traffic on the American Coaſt, were to be diſpoſed of in China, ſubject to the immediate controul of the Eaſt India Company's Supercargoes, and in conſequence of this conſignment, both veſſels were to be freighted home on the Company's account.

But pecuniary emolument did not altogether engroſs the attention of the Owners on this occaſion; for in addition to the proviſions uſually allowed in Merchants ſervice, (and of which the greateſt care was taken to procure the

the very beſt of every kind) a plentiful ſtock of all the various antiſcorbutics was laid in which could be thought of, as preſervatives to health. Theſe, and an unremitting attention to the rules obſerved by Captain Cook, have, under Providence, been the means of preſerving the health of the people, in every variety of climate; for during the preſent Voyage, which has been of more than three years continuance, the Queen Charlotte, out of thirty-three hands, loſt only one perſon.

Though a knowledge of this circumſtance is of the utmoſt importance to all perſons who are engaged in a ſeafaring life, and therefore can never be made too public, yet that alone would ſcarcely have been thought a ſufficient inducement to publiſh the following Work; but it is preſumed that the advantages which both Geography and Commerce will derive from this Voyage, are neither unintereſting or unimportant; ſo that there perhaps will need no apology for laying the reſult of it before the world.

In order that the Reader may form a better idea of the advantages which may be derived from this publication, a brief recapitulation of what has been done by former Navigators on the American Coaſt, and particularly what

addition we have made to the late Captain Cook's Diſcoveries, together with a ſhort account of the fur trade, may perhaps not be improper in this place.

The Ruſſian Navigator, Beering, ſeems to have been the firſt who explored this inhoſpitable coaſt to the Northward of King George's Sound: he is ſaid to have fallen in with the land in 58 deg. 28 min. North latitude, and to have anchored in 59 deg. 18 min. Tſcherikow, in 1741, anchored about the latitude 56 deg.

That both theſe Navigators fell in with the American Coaſt, is beyond a doubt; but in what ſituation they made the land, or where they anchored, is by no means equally certain. The beſt accounts we have of theſe Voyages are very inaccurate; and it ſhould be remembered, that Navigation at that period of time was by no means brought to the perfection which it is in at preſent: add to this, the coaſt in the ſituation which Beering is ſaid to have anchored in, viz. 59 degrees 18 minutes North latitude, trends nearly Eaſt and Weſt; ſo that in the ſtate Navigation was in at that time, a miſtake of ſix or eight degrees in longitude might be eaſily made; and there is great reaſon to ſuppoſe, that though this celebrated Navigator might be correct in his latitude, yet the place he

actually anchored in is much nearer Cook's River than is uſually laid down in the charts.

But whilſt we lament the imperfect ſtate of Navigation, and the ſtill more imperfect accounts given to us of this famous Ruſſian's Voyages, which entirely prevent us to ſay what part of the coaſt, at leaſt within our limits, he ſurveyed with any degree of preciſion, it is no leſs incumbent on me to detect the fallacy of a more modern Navigator on the ſame coaſt.

In the Journal of a Voyage to the North Weſt Coaſt of America, by Don Franciſco Antonio Maurelle, publiſhed by the Hon. Mr. Daines Barrington, after ſtating what they had already done, is the following paſſage :— "We now attempted to find out the Straight of Admiral Fonte, though as yet we had not diſcovered the Archipelago of St. Lazarus, through which he is ſaid to have ſailed. With this intent we ſearched *every bay and receſs* on the coaſt, and ſailed round every *head-land*, *lying-to in the night*, that we might not loſe ſight of this entrance. After theſe pains taken, and being favoured *by a North Weſt wind*, it may be pronounced that no ſuch Straights are to be found."*

Why

* See Barrington's Miſcellanies, page 508.

Why Maurelle ſhould ſo poſitively aſſert a palpable falſehood, it is not eaſy to conceive. Indeed the inconſiſtency of this aſſertion may be eaſily ſeen, if we conſider it but for one moment; for if he actually had "*ſearched every bay and receſs on the coaſt, and ſailed round every head-land, lying-to in the night*," even with the fair wind he ſpeaks of, all this, I ſay, could not poſſibly have been done during twice the ſpace of time he was on this part of the coaſt. But the diſcovery of Queen Charlotte's Iſlands during the preſent Voyage, inconteſtibly proves that Don Franciſco Maurelle was never near the place which he boaſts of having "*looked for in vain.*" The ſituation of theſe Iſlands, viz. from 54 deg. 20 min. to 51 deg. 56 min. North latitude, and from 130 to 133 deg. 30 min. Weſt longitude, evidently ſhews that they are the Archipelago of St. Lazarus, and conſequently near the Straight of De Fonte, though farther reſearches muſt be made before any degree of credibility can be given to his pompous account of the place.

However, if the Spaniards on *this occaſion* could find no iſlands where they actually exiſt, at other times they have diſcovered land which we now find to be imaginary. The iſlands Los Majos, La Maſo, and St. Maria la Gorta, laid down by Mr. Roberts, from 18 deg. 30 min. to 28

deg. North latitude, and from 135 deg. to 149 deg. Weſt longitude, and copied by him from a Spaniſh M.S. chart, were in vain looked for by us, and, to uſe Maurelle's words, "*it may be pronounced that no ſuch Iſlands are to be found*;" ſo that their intention has uniformly been to miſlead rather than be of ſervice to future Navigators.

To expatiate on the abſurdity, not to call it by a worſe name, of ſuch conduct, would be painful; let us then turn from ſo diſagreeable a ſubject, and ſay a few words reſpecting the Diſcoveries of our immortal countryman, the late Captain Cook.

This celebrated Navigator fell in with the American Coaſt in 44 deg. North latitude, but had no opportunity of coming to anchor till he arrived at Nootka, which he named King George's Sound. It is ſituated in 49 deg. 36 min. North latitude; and 126 deg. 42 min. Weſt longitude.

On leaving this harbour, he was prevented by bad weather from keeping in with the coaſt,* and did not again ſee

* At noon on the 28th April, 1778, the latitude by obſervation was 51 deg. 1 min. North; longitude 229 deg. 26 min. Eaſt. I now ſteered North

ſee the land till he was in the latitude of 55 deg. 20 min. North. After this, Captain Cook had generally an opportunity of keeping the coaſt a-board; he aſcertained the ſituation of Cape Edgecumbe, diſcovered Kaye's Iſland, Prince William's Sound, and Cook's River, in which two laſt mentioned places he came to anchor.

To ſay that theſe different harbours are laid down with accuracy and preciſion, would be unneceſſary; it is ſufficient to obſerve, that they were ſurveyed by *Captain Cook.*

It

North Weſt by North, with a freſh gale at South South Eaſt, and fair weather; but at nine in the evening it began again to blow hard and in ſqualls, with rain. With ſuch weather, and the wind between South South Eaſt and South Weſt, I continued the ſame courſe till the 30th, at four in the morning, when I ſteered North by Weſt, in order to make the land. I regretted very much, indeed, that I could not do it ſooner; for this obvious reaſon, that we were now paſſing the place where Geographers have placed the pretended Straight of Admiral de Fonte. For my own part, I give no credit to ſuch vague and improbable ſtories, which carry their own confutation with them. Nevertheleſs, I was very deſirous of keeping the American Coaſt a-board, in order to clear up this point beyond diſpute. But it would have been highly imprudent in me to have engaged with the land in weather ſo exceedingly tempeſtuous, or to have loſt the advantage of a fair wind, by waiting for better weather. This ſame day at noon we were in latitude 53 deg. 22 min. North; and longitude 225 deg. 14 min. Eaſt. See Cook's Voyage to the Pacific Ocean, Vol. ii. page 343.

It is needleſs to trace this excellent Navigator's Diſcoveries any farther to the Northward, as they are unconnected with the preſent Voyage, and their importance is well known to the world; but it may be neceſſary to obſerve, that Captain Cook met with furs only in Cook's River, Prince William's, and King George's Sounds, ſo that theſe places were moſt likely to engage the attention of any perſons who ſhould engage in that branch of commerce.

Who the Gentlemen were that firſt embarked in the fur-trade, is perhaps not generally known, though it is certain they were not hardy enough to ſend veſſels in that employ directly from England; for we find, that the firſt veſſel which engaged in this new trade was fitted out from China: ſhe was a brig of ſixty tons, commanded by a Captain Hanna, who left the Typa in April, 1785. His deſtination was for King George's Sound, where he arrived the following Auguſt.

Soon after his arrival, the natives attempted to board his veſſel in open day, but were repulſed with conſiderable ſlaughter: this affair ſecured the friendſhip of the Indians, for they afterwards traded quietly and peaceably. Captain Hanna is ſaid to have procured a valuable cargo

of furs, though the number has never been mentioned.* He left Nootka the latter end of September, and arrived at Macao the end of December of the ſame year. The ſame Gentleman ſailed again from Macao in May, 1786, in the Sea Otter, of one hundred and twenty tons, and arrived at King George's Sound in Auguſt. The ſucceſs he met with in this expedition was never made known, but no doubt it was greatly inferior to that of his former voyage: he arrived at Macao in February, 1787.

The ſnow Lark, Captain Peters, of two hundred and twenty tons and forty men, ſailed from Macao in July, 1786. Captain Peters had orders to make the North Weſt Coaſt, by way of Kamſchatka, and was directed to examine the iſlands to the Northward of Japan. He arrived at Kamſchatka the 20th of Auguſt, and left that place the 18th of September. Accounts have ſince been received, that this veſſel was loſt on Copper Iſland, and that only two of the people were ſaved.

In the beginning of 1786, the ſnow Captain Cook, of three hundred tons, and the ſnow Experiment, of one hundred

* A particular account of the furs which have been collected on the North Weſt Coaſt, will be given in the following Work.

hundred tons, were fitted out from Bombay. · Theſe veſſels arrived at Nootka the end of June following; from thence they proceeded to Prince William's Sound. After ſome ſtay there, they left the coaſt, and afterwards arrived ſafe at Macao; but the quantity of furs they procured is ſuppoſed to have been very inconſiderable.

In the Spring of the ſame year, 1786, two veſſels were fitted out from Bengal, viz. the Nootka, of two hundred tons, Captain Meares, and the Sea Otter, of one hundred tons, Captain Tipping.

Captain Meares ſailed from Bengal in March, and an account of his deſtination is given in the following Work, as he was met with by us in Prince William's Sound.

The Sea-Otter, Captain Tipping, left Calcutta a few days after the Nootka. Her deſtination was for Prince William's Sound, where ſhe arrived in September, whilſt the Captain Cook and the Experiment were there. She left the Sound the day after, ſuppoſed for Cook's River, but having never ſince been heard of, there can be but little doubt of her being loſt.

The Imperial Eagle, Captain Berkley, left Oſtend the latter end of November, 1786, and arrived at Nootka the beginning of June, 1787. Some account of his expedition will be met with in the preſent Voyage.

Having given a brief abſtract of the different Voyages which have hitherto been made to the North Weſt Coaſt of America, I cannot help noticing an expedition that was planned prior to any of them, and which, had it been carried into execution, muſt have proved exceedingly advantageous to the Proprietors, and very probably would have entirely engroſſed this lucrative branch of commerce.

So early as 1781, William Bolts, Eſq; fitted out the Cobenzell, an armed ſhip of 700 tons, for the North-Weſt Coaſt of America. She was to have ſailed from Trieſte (accompanied by a tender of forty-five tons) under Imperial colours, and was equally fitted out for trade or diſcovery: men of eminence in every department of ſcience were engaged on board; all the maritime Courts of Europe were written to, in order to ſecure a good reception for theſe veſſels, at their reſpective ports, and favourable anſwers were returned; yet, after all, this expedition, ſo exceedingly promiſing in every point of

view,

view, was overturned by a ſet of intereſted men, then in power at Vienna.

This ſhort ſketch of what has yet been done in the fur trade, will ſerve to ſhew that the attention of every trader for ſkins on the American Coaſt has been fixed on Cook's River, Nootka, and Prince William's Sound; but the Reader will find, on peruſing this Voyage, that a greater quantity of furs may reaſonably be expected in many parts of the coaſt, than at the harbours juſt mentioned, and will not, I hope, accuſe me of vanity in aſſerting, that a more ſpirited undertaking was never ſet on foot by individuals, on *true commercial principles*.

What additions we have made to the diſcoveries of Captain Cook, may eaſily be ſeen, by caſting an eye on the annexed general chart. However, as the whole of it is not laid down from my own ſurvey, it will be but juſtice for me to mention the different authorities from which I have taken the remainder.

From the Kodiac of Captain Cook, (which is the Weſtermoſt part of the chart) to Whitſunday Bay, is the ſame as publiſhed from Captain Cook's ſurvey; from thence to Cape Douglas I have taken from the track of the ſnow

Nootka, Captain Meares, which chart was put into my hands by Mr. Roſs, Chief Mate, and the track is marked with a dotted line. From Cape Douglas to Cook's River, and as far to the Southward and Eaſtward as Portlock's Harbour, is laid down from Captain Portlock's and my own ſurvey; and here we differ in ſeveral places from the general Chart of Captain Cook.

From Portlock's Harbour as far Southward as Beresford's Iſle, is entirely laid down from my own ſurvey.

The unſhaded part of the chart, from Woody Point round to Cape Cox, is taken from two charts which Mr. Cox very obligingly favoured me with; the one by Captain Guiſe, Commander of the ſnow Experiment; the other by Captain Hanna, Commander of the ſnow Sea-Otter; and from Point Breakers South, is from a chart by Captain Berkley, Commander of the Imperial Eagle.

It yet remains for me to beſpeak the candour and indulgence of the reader, in peruſing the following Work, as it was written by a perſon on board the Queen Charlotte, who has been totally unuſed to literary purſuits, and equally ſo to a ſea-faring life. However, to obviate any objection that might poſſibly ariſe from his deficiency in

nautical knowledge, I have been particularly careful in correcting that part of the Work, and by way of Appendix, have given every thing of the kind which, in my opinion, can be any way intereſting to a ſeaman; as alſo a ſhort ſketch of the few ſubjects we have met with in Natural Hiſtory, that are likely to engage the attention of the curious; and I hope that a plain narrative of *facts*, written at the time when the different occurrences happened, will prove intereſting, though deficient in ſmoothneſs of language, or elegance of compoſition.

G. D.

search
ications

BRITISH MUSEUM

CONTENTS.

INTRODUCTION

LETTER		Page
I.	*REASONS for writing an account of the Voyage* -	1
II.	*Account of the veſſels and their deſtination* -	3
III.	*Leave the River—anchor at Graveſend—leave that place—meet with a heavy gale of wind in the Downs—Arrival of the ſhips at Spithead* - - - - - -	8
IV.	*Short account of Spithead and Portſmouth* -	11
V.	*Paſſage from Spithead to Guernſey—In danger off the Caſketts—arrival at Guernſey—deſcription of it* - -	16
VI.	*Departure from Guernſey—pick up a caſk of wine at ſea—paſs by Madeira, and ſend letters from thence to London* -	19
VII.	*Paſs by Palma, Ferro, and Bonaviſta—arrival at St. Jago, and tranſactions there* - - -	23
VIII.	*Account of St. Jago and the inhabitants* - -	27
IX.	*Departure from St. Jago—an account of croſſing the line, and ſundry other occurrences* - - -	31
X.	*Continuation of the paſſage from St. Jago to Falkland's Iſlands—arrival there* - - - -	36
XI.	*Employments engaged in whilſt at Falkland's Iſlands—an account of them and their productions* - -	43
XII.	*Paſſage from Falkland's Iſlands round Cape Horn* -	46
XIII.	*The paſſage from Cape Horn to Owhyhee* -	51
XIV.	*Diſappointed in watering at Owhyhee—purchaſe water at Whahoo—leave that place—proceed to Oneehow, and there procure a ſtock of yams* - - - -	55

LETTER Page

XV. *Paſſage from the Sandwich Iſlands to Cook's River—meet there with a party of Ruſſians—come to anchor in Coal Harbour* 61

XVI. *Further account of the proceedings in Cook's River, together with a ſhort deſcription of the adjacent country* - 65

XVII. *Paſſage from Cook's River along the Coaſt* - 72

XVIII. *Continuation of the proceedings along the Coaſt from Cook's River to King George's Sound* - - - 78

XIX. *Prevented by bad weather from making King George's Sound—Reflections thereupon* - - - 83

XX. *Account of the furs collected in Cook's River—In the paſſage from the Coaſt to Sandwich Iſlands, look out for St Maria le Gorta—arrival at the Sandwich Iſlands* - - 90

XXI. *Tranſactions with the natives whilſt among the Sandwich Iſlands—Come to anchor at Whahoo* - - 96

XXII. *Purchaſe wood and water at Whahoo—Deſcription of the King's Nephews—An attempt to ſteal the whale-boat fruſtrated* - - - - - - 102

XXIII. *Further account of the tranſactions at Whahoo—the ſhips leave that iſland, and proceed to Atoui* - 109

XXIV. *Proviſions, wood, water, &c. purchaſed at Atoui—the ſhips leave that place and proceed to Oneehow—the King George arrives there—is obliged to cut her cables and proceed again to ſea* - - - - - 117

XXV. *The veſſels leave Oneehow and arrive at Atoui—Friendſhip ſhewn by the Chiefs there—receive a viſit from the King* 123

XXVI. *An excurſion on ſhore at Atoui—friendly reception there—dinner prepared by Tyheira—account of the taro plantations, and various other tranſactions* - - - 132

XXVII. *The ſhips leave Atoui and proceed to Oneehow—recover the anchors left there by the King George—leave Oneehow, and ſail again for Atoui* - - - - 140

LETTER Page

XXVIII. *Reaſons given for not ſtopping at Oneehow—paſſage from the Sandwich Iſlands to the North Weſt Coaſt—miſtake diſcovered in Captain Cook's general Chart—come to anchor at Montague Iſland* - - - - 145

XXIX. *Indians come into the harbour who ſpeak* Engliſh—*the ſhips proceed towards Prince William's Sound—Captain Dixon makes an excurſion to Snug Corner Cove—finds a veſſel there from Bengal—account of the diſtreſs they had undergone* 158

XXX. *The King George's long-boat ſent to Cook's River—a fiſhing party in danger of being cut off by the Indians—the veſſels leave Montague Iſland, and afterwards ſeparate—the Queen Charlotte arrives at Port Mulgrave* - 166

XXXI. *Tranſactions at Port Mulgrave—account of the inhabitants—their method of fiſhing—cooking—burial places—articles not liked in traffic* - - - 177

XXXII. *Departure from Port Mulgrave—arrival at Norfolk Sound, and tranſactions there* - - - 184

XXXIII. *Deſcription of Norfolk Sound—the number of inhabitants—their manners, cuſtoms, and method of trade* - 192

XXXIV. *Leave Norfolk Sound—proceed along the Coaſt—arrival at Port Banks—deſcription of that place, and tranſactions there—leave Port Banks and proceed along the Coaſt—meet with Indians who poſſeſs ſome very fine furs* - 199

XXXV. *Trade with various tribes of Indians along the Coaſt—great number of excellent furs procured—Hippah Iſland diſcovered—various articles uſed in barter—a lip-piece purchaſed* - - - - - 209.

XXXVI. *Continuation of traffic with the Indians along the Coaſt—reaſons for ſuppoſing that the land now cruiſing along is a groupe of iſlands not before diſcovered—deſcription of one of the Chiefs* - - - - - 219

LETTER Page

XXXVII. *Attempt of the Indians to ſteal furs—in danger off Cape St. James—the land now fallen in with, named Queen Charlotte's Iſlands—general deſcription of the inhabitants—fall in with two Engliſh veſſels who had been in King George's Sound, and found there a ſhip from Oſtend* - 234

XXXVIII. *General account of the American Coaſt—the number of inhabitants—their temper—diſpoſition—method of traffic—various ſpecimens of their language* - - 246

XXXIX. *Departure from the Coaſt of America—paſſage from thence to the Sandwich Iſlands—arrival at Owhyhee—tranſactions there—come to anchor at Whahoo—purchaſe wood and water there* - - - - - 254

XL. *Depart from Whahoo, and proceed to Atoui—tranſactions there—a remarkable inſtance of feeling in one of the Chiefs—general account of the Sandwich Iſlands* - - 264

XLI. *Account of the Sandwich Iſlands continued—their manners—cuſtoms—dreſs—diverſions, and a ſpecimen of their language* - - - - - 280

XLII. *Departure from the Sandwich Iſlands—paſs by Tinian—Arrival at Macao* - - - - 288

XLIII. *Proceed to Wampo—tranſactions there—arrival of the King George—death of Mr. M'Leod, Captain Portlock's Chief Mate* - - - - - 298

XLIV. *Further account of tranſactions at Canton—the furs ſold—reaſons given for their not fetching a better price—the ſhips leave Wampo and proceed to Macao* - - - 305

XLV. *General account of Canton—deſcription of the inhabitants—their manners and cuſtoms—their commerce—the produce of the country—religion, &c.* - - - 314

XLVI. *Particular account of the fur-trade* - 322

LETTER Page

XLVII. *The ſhips leave Macao—death of Mr. Lauder, Surgeon to the Queen Charlotte—proceed through the Straights of Banca and Sunda—anchor at North Iſland—in danger off Java Head* - - - - 336

XLVIII. *The veſſels part company—a heavy gale of wind—the pumps choaked with ſand—got up and cleared—double the Cape of Good Hope* - - - - 348

XLIX. *Arrival at St. Helena—find there the King George—departure from thence and arrival in England* - 352

NATURAL HISTORY.

Crab from the Sandwich Iſlands deſcribed - - 353

New genus of ſhell from ditto - - - 354

New genus of ſhells from the Coaſt of America, with a deſcription of each - - - - 355

Ditto from Falkland's Iſlands - - - 356

The Yellow tufted Bee-Eater from Sandwich Iſlands deſcribed 357

The White winged Croſs-Bill from Montague Iſland deſcribed 358

The Patagonian Warbler from Falkland's Iſlands deſcribed 359

The Jocoſe Shrike from China deſcribed - - 360

ERRATA.

BRITISH MUSEUM

ERRATA.

PAGE 56, line 23, for longitude 152 deg. 14 min. read 150 deg. 10 min.

P. 57, l. 2, for latitude 51 deg. read 51 deg. 24 min. and longitude 149 deg. 35 min.

Ibid. l. 13, for longitude 147 deg. 18 min. read 148 deg. 34 min.

Ibid. l. 18, for longitude 149 deg. 50 min. read 149 deg. 22 min.

Ibid. l. 24, for longitude 151 deg. 13 min. read 151 deg. 4 min. and for latitude 58 deg. 14 min. read 58 deg. 34 min.

P. 73, l. 22 and 23, for latitude 58 deg. and longitude 137 deg. 38 min. read lat. 57 deg. 35 min. and long. 137 deg. 12 min.

P. 76, l. 14, for longitude 134 deg. 22 min. read 133 deg. 53 min.

P. 86, l. 25, for longitude 154 deg. 14 min. read 151 deg. 24 min.

P. 196, l. 13, for longitude 134 deg. 54 min. read 135 deg. 12 min.

P. 197, l. 19, for longitude 134 deg. 56 min. read 134 deg. 30 min.

P. 198, l. 20, for longitude 133 deg. 50 min. read 134 deg.

P. 205, l. 10, for latitude 53 deg. 16 min. read 53 deg. 28 min.

P. 212, l. 3, for latitude 51 deg. 46 min. read 51 deg. 56 min.

P. 214, l. 17, for latitude 51 deg. 56 min. read 51 deg. 48 min.

P. 216, l. 11, for "our ſoundings *leſſened*," read "our ſoundings *increaſed*."

P. 222, l. 3, for South 5 deg. Eaſt, read South 5 deg. Weſt.

P. 247, l. 14, for "animal and vegetable ſubſtances," read "animal ſubſtances."

P. 263, l. 25, read "cocoa-palm, banana, and paper-mulberry trees.

BRITISH MUSEUM

Directions for the Binder.

THE Chart to face - - - Title-page.
Sketch of a Bay South ſide of Whahoo - Page 54
A View in the Bay of Whahoo - - - 55
A view of the Volcano in Cook's River - - 62
Views of Cape St. Hermogenes, Staten's Land, and Montague Iſland - - - - 72
Sketch of Port Mulgrave - - - - 170
Ditto of Norfolk Sound - - - 184
The Diſh and Daggers - - - - 188
View of Cape Edgecumbe - - - 192
Sketch of Port Banks - - - - 193
View of Hippah Iſland - - - 205
The Lip-piece and Spoon - - - 208
View of Cape St. James, &c. - - 214
The Woman from Queen Charlotte's Iſles - - 226
The Indian's Song - - - 243
Cancer Raninus, *upper ſide* - - - 353
Ditto ditto, *under ſide* - - - 354
Apex Fulva - - - - 355
Yellow tufted Bee-Eater - - - 357
White winged Croſs-Bill - - - 358
Patagonian Warbler - - - 359
Jocoſe Shrike - - - - 360

A

VOYAGE, &c.

LETTER I.

BRITISH MUSEUM

DEAR HAMLEN,

WHEN I took leave of thee at my departure from London, thou preſſed me with all the warmth of friendſhip to ſend thee not only a deſcription of every country and place I might have an opportunity of ſeeing, but a minute account of every circumſtance (however trivial) that ſhould occur during my naval peregrination. I ſhall endeavour to fulfill thy requeſt with the greateſt pleaſure, and that not only for thy amuſement, but for the employment of my own leiſure hours. As thy *nautical* excurſions (if I miſtake not) never reached farther than Deptford or Black-wall, I am leſs apprehenſive of any blunders I may make in the uſe of terms relating to navigation, as it will not be in thy power to laugh at my expence; and I know thy generoſity too well, to think thee capable of expoſing my ignorance to the ridicule

1785. Auguſt.

1785. August, of professional men. However, what I may send, whether good or bad, will, I flatter myself, be acceptable to thee, if for no other reason but that it comes from assuredly thine,

W. B.

GRAVESEND, 29th August.

LETTER II.

DEAR HAMLEN,

BEFORE I proceed to inform thee of any sea occurrences, it will be necessary to mention a few previous particulars, for thy better information. Before I came on board, my idea of the Voyage was so very imperfect, that it was out of my power to give thee any notion of our destination. I now can tell thee, that during the late Captain Cook's last Voyage to the Pacific Ocean, it was found that it would be easily practicable to establish a valuable Fur Trade on the American Coast, and to dispose of them to great advantage at China. Though this was so long since as the year 1780, yet the prosecution of any plan lay dormant till Spring last, when a set of gentlemen procured a charter from the South Sea Company, and were incorporated for the express purpose of carrying on this trade to the best advantage; to facilitate which, they purchased two vessels, and got them ready for sailing with all expedition.

The

The larger ſhip is called the King George, and commanded by Captain Portlock (who is commander in chief for the voyage) and the ſmaller veſſel (which I am on board) the Queen Charlotte, commanded by Captain Dixon. 1785. Auguſt.

Theſe gentlemen were appointed to the command of this expedition with peculiar propriety, not only as able navigators, but (having been this voyage with Captain Cook) they well knew what parts of the Continent were likely to afford us the beſt trade; and could alſo form a tolerable idea of the temper and diſpoſition of the natives: add to this, they are men of feeling and humanity, and pay the moſt ſtrict attention to the health of their ſhips companies, a circumſtance of the utmoſt conſequence in a voyage of ſuch length as this ſeems likely to be. Having premiſed thus far, I ſhall proceed to acquaint thee of every circumſtance relating to the Voyage, but having an opportunity of forwarding this, I have only time to ſay, that I am well and truly thine,

W. B.

GRAVESEND, 29th Auguſt.

LETTER III.

I GOT on board the Queen on Saturday evening the 27th Auguſt, and was received with great civility by my meſs-mates, who were the Firſt, Second, and Third Mates, the Surgeon, and the

1785. August. the Captain's Clerk. The Doctor (a young Scotchman of two and twenty) very kindly explained to me the nature and œconomy of our meſs, and every other particular as far as time would permit. When bed-time came on, I was in a ſad dilemma, for my cot had been ſent by miſtake on board the King George; but my friend the Doctor very kindly offered me part of his, which I accepted with reluctance, as I was ſenſible it would greatly incommode him: however, we made tolerable ſhift. About midnight, the cot broke down, and my ſituation was truly diſagreeable; but I choſe to bear it patiently, rather than diſturb my companion; but "the grey morn in ruſſet mantle clad" was never more welcome to any one, than the approach of this was to me.

The ſituation of life which I am now entering upon, being altogether new to me, I muſt inform thee of the plan I have laid down for the regulation of my future conduct; and I hope thou wilt join with me in thinking it the moſt probable method of ſecuring to myſelf a tolerable ſhare of happineſs and tranquillity during my voyage. As I am a perfect ſtranger to every perſon on board, and equally ſo to the manners and cuſtoms of a ſea-faring life, I am determined to aſſimilate myſelf as much as poſſible to both, or, as Cheſterfield phraſes it, to be "All things to all men." This, I am afraid, will be no eaſy taſk, but ſurely the object in view is well worth any pains I can take to attain it.

I know thee to be ſo fond of characters, that thou art already impatient to be acquainted with thoſe of my ſhip-mates; but don't be too much in a hurry; at a future opportunity I perhaps may oblige thee with an attempt of the deſcriptive kind.

Our

Our pilot being come on board, and every thing being ready for failing, we weighed anchor on the 29th, at 9 o'clock in the morning, and ſtood down the river for Graveſend. The proſpect on each ſide the river, though not ſo enriched with gentlemen's ſeats, or pleaſure grounds, as beyond London the other way, is truly pleaſing: it affords many extenſive views, which are agreeably variegated, and inconteſtibly prove, that Nature alone is often ſuperior to the utmoſt refinements of Art. The wind and tide being in our favour, we came to anchor at Graveſend about two o'clock. Near this place is Tilbury Fort, the ſight of which reminded me of G. A. Stevens's Politician, in his celebrated Lecture on Heads. After dinner, I went with the Surgeon in one of our boats to Graveſend, to purchaſe ſome neceſſaries for our meſs, and to gratify my curioſity with a ſight of the place: but I can give thee no farther deſcription of it, than that the ſtreets are narrow and dirty, and the inhabitants chiefly thoſe who gain a livelihood by employment either at ſea, or on the river. 1785. August.

Though we were got thus far, yet our voyage had like to have been greatly retarded, on the following account. The articles of agreement being read to the people this evening, they refuſed to ſign them without a greater advance of wages than is uſually given; but this Captain Portlock abſolutely refuſed to comply with, and after reaſoning with them ſome time, they chearfully agreed to proceed on the voyage: thus, by the addreſs of Captain Portlock was this hiatus got over, which otherwiſe would have proved very diſagreeable, and poſſibly have loſt us the ſeaſon.

On the 30th in the morning, the people of both ſhips were paid what wages were due to them, together with a month's advance, which they preſently laid out in purchaſing neceſſaries of the ſlop-boats

1785. August. boats that came along-ſide us, and who never fail to attend on theſe occaſions, well knowing that a proper ſailor can never go to ſea with a ſafe conſcience, whilſt he has any money in his pocket. The tide ſerving about eleven o'clock, we weighed anchor, and ſtood for the Downs. The water now began to have a greeniſh caſt, and the ſhip having a good deal of motion, I began to feel myſelf rather ſick, but it preſently went off, and I never felt any thing of it afterwards, which was rather extraordinary, as there are few freſh water ſailors who are not troubled with ſea-ſickneſs. The perſpective might now be ſaid to have rather a nautical appearance, as our diſtance from ſhore was conſiderable, though we never loſt ſight of land.

The day was agreeable and pleaſant, and we came to anchor about eight o'clock in the evening (without any material occurrence) near Margate, that place ſo much frequented in the ſeaſon by the wives and daughters of the better ſort of London citizens, who reſort here for the purpoſes of drinking ſea-water, waſhing away the ſmoke and duſt of London, aping the manners of people in high life, pulling to pieces the reputation of their neighbours, and carefully concealing any flaws in their own. The wind being fair, we again weighed anchor early in the morning, and after a pleaſant day's ſail, brought to a-breaſt of Deal in the evening.

The ſituation of Deal is pleaſant enough, and particularly convenient for the contraband trade, which is carried on here to a very great extent, on account of its vicinity to the Downs, and the ſhelter it affords for homeward-bound ſhips. Add to this, the inhabitants are men of a moſt enterprizing and undaunted ſpirit, deſpiſing all dangers, and will ſtick at nothing to accompliſh any thing they undertake. Indeed no man can be a compleat ſmuggler without theſe characteriſtics.

The

1785. September.

The wind being againſt us, we lay here all the 1ſt of September; but in the morning of the 2d, a favourable breeze ſpringing up, we weighed anchor, and made ſail. The adjoining coaſt ſeems not to be in a high ſtate of cultivation; yet at times it affords very agreeable proſpects, particularly Dover, and its vicinity. I could not behold the Caſtle without calling to mind that celebrated deſcription of the proſpect from it in our immortal Shakeſpeare's King Lear. The day being pretty clear, we could plainly ſee the Coaſt of France, and were in full view of Albion's chalky cliffs, thoſe objects ſo pleaſing to a ſailor, after a long voyage, and which I ardently hope to have the ſatisfaction of again beholding a few years hence. We had very little variety in our progreſs, till the 5th, when a very heavy gale of wind ſprung up, and our veſſel was toſſed about at the mercy of the winds and waves. Every thing now was hurry and diſorder; and the creaking of the ſhip's timbers, the noiſe of the people on deck running backwards and forwards, and the howling of the winds amongſt the maſts and yards added to the general confuſion.

During this ſcene, I kept below in the ſteerage, in a ſituation; not very agreeable thou mayeſt be ſure: indeed had I given way to the firſt impulſes of fear, I ſhould have been more dead than alive; but I had recollection enough to reflect, that our Firſt and Second Mates were experienced ſeamen, and that if we were in any imminent danger, I ſhould know it by their countenances, which were the barometer by which I regulated my feelings; and this prudent ſtep a good deal leſſened my anxiety, for I learned from their diſcourſe that they did not apprehend any great danger, except from a lee ſhore, and we had day-light in our favour, and at a conſiderable diſtance from land. Towards the evening the ſtorm abated, which eaſed my apprehenſions, and I ventured on deck; but, good God! how was

I amazed

1785. September. I amazed to ſee the ſea rolling in billows mountains high, and roaring in a moſt tremendous manner, every wave ſufficient to ſwallow up our little veſſel.

The next day the waters had recovered their uſual ſerenity, and all Nature ſeemed to be as it were renovated. How forcible is that ſimile of the good old Patriarch, when deſcribing the ficklenes of his ſon: "He ſhall be (ſays he) unſtable as water." Thou wilt forgive me theſe trifling digreſſions; when they riſe to the end of my pen, (if I may be allowed the expreſſion) I never check them; and thou, perhaps, wilt like them better than the moſt ſtudied paragraphs.

My letter ſeems ſwelled to an unreaſonable length, therefore I ſhall only obſerve at preſent, that we came to anchor at this place on the 8th in the afternoon, after a very agreeable day's ſail. Thou mayeſt expect a further continuation the firſt opportunity. Thine, &c.

W. B.

SPITHEAD, 9th September.

LETTER IV.

THIS place is ſituated betwixt Portſmouth and the Iſle of Wight, and is about eight or ten miles over. It is only a harbour for veſſels that drop in occaſionally, or ſuch of his Majeſty's

jeſty's ſhips as are deſtined for immediate ſervice. The place for veſſels that are laid up, or repairing, being up a narrow creek, which divides Portſmouth from Goſport. 1785. September.

One of the firſt objects that preſented itſelf to my view, on our firſt coming to anchor, was the maſts of the Royal George, which ſhip, thou mayeſt remember, went to the bottom a few years ago. It is a melancholy reflection, that near fifteen hundred poor ſouls ſhould periſh in a moment, many of whom were of the firſt families. There are a number of line of battle ſhips at anchor here, the ſight of which is quite a novelty to me; but that which renders the proſpect from hence completely charming, is the beautiful landſcape which the Iſle of Wight affords. Nothing in Nature can preſent a more delectable appearance, than the enchanting verdure of its fields and meadows. I can ſay nothing of its inſulated appearance, but am told, that it is at leaſt equal to the coaſt; if ſo, it muſt be a moſt deſirable reſidence for thoſe who are fond of a country retirement.

Spithead is a moſt excellent market for the farmer to diſpoſe of his various produce, the number of ſhips conſtantly lying here conſuming more than they can poſſibly furniſh them with, and for which they in general obtain good prices, (particularly in time of war) though we laid in both live ſtock and other neceſſaries for our meſs very reaſonable, ſuch as hogs, geeſe, fowls, rabbits, ducks, and hams; cheeſe, butter, onions, potatoes, &c. &c.

Amongſt the men of war at anchor here, is the Goliah, of 74 guns, Captain Sir Hyde Parker. Mr. Lauder, (our Surgeon) had been Surgeon's Mate on board her, and having a number of acquaintance there, he very kindly invited me to go on board along

1785. September. with him. Thou mayeſt be ſure that I was greatly pleaſed with ſuch an opportunity of gratifying my curioſity, and readily accepted his invitation. We were on board ſeveral hours, but I am too great a novice in ſea matters to give thee any tolerable deſcription of a man of war: indeed I had it not in my power, if I had ability, for, being an abſolute ſtranger to every body, (the Doctor totally engroſſed by his old ſhip-mates) I could not with propriety aſk any particular queſtions. Thus far I can tell thee, that the decks, and indeed every paſſage and gangway, are kept as neat and clean as a good country houſewife would her trenchers: they have not near ſo many people on board as in time of war, but even then, I am told they are equally attentive in regard to cleanlineſs. This, I believe, was far from being the caſe formerly, till abſolute neceſſity convinced them of its utility. In abſolute governments one, perhaps, might ſee inferior ranks of people kept in due ſubordination, though an Engliſhman can ill brook it, liberty and freedom being with him innate principles; but the Captain of a man of war is, I underſtand, more abſolute than the moſt deſpotic monarch. Prudence may, ſometimes, make this exertion of power neceſſary, as a man of war, (like a common ſewer) is the receptacle for the moſt profligate and abandoned of mankind. We dined on board, along with upwards of twenty Midſhipmen, Doctor's Mates, &c. and every thing was conducted with the utmoſt regularity and decorum, accompanied with a politeneſs which I was far from expecting at ſea, and which, I believe, is not always the caſe; harmony and decorum, nay, common decency, being pretty often kicked out of doors. In regard to Portſmouth I can ſay but little, being there only a few hours. I am told it is the beſt fortified of any place in the kingdom, and I am apt to believe it. Excluſive of the dock-yard, and other public works carried on here, the town is inconſiderable, though it is

the

the largeſt in this part of the country. In time of war, the people at inns, and places of public reſort, are particularly exorbitant in their charges, finding, I ſuppoſe, that proverb verified, that "Sailors get their money like horſes, and ſpend it like aſſes." This, however, is not always the caſe, for I ſupped and ſpent a very convivial evening with our Firſt Mate, and a relation of Captain Dixon's, at the Star and Garter, which is reckoned one of the deareſt houſes, and we found every accommodation excellent, and their charges very moderate. Here are a number of Jews, who principally live in one ſtreet, called Jews-ſtreet, and a great many proſtitutes of the loweſt claſs, who always have a plentiful harveſt in time of war, from the wages and prize-money of unwary ſailors. 1785. September.

Our buſineſs at this place (ſuch as filling up our water, procuring ſhip's ſtores, &c.) being compleated, we ſhall ſail from hence the firſt fair wind; but thou mayeſt expect a continuation from Guernſey, at which place we ſhall touch. Adieu, thine, &c.

W. B.

SPITHEAD, 14th Sept.

LETTER V.

AGREEABLE to my promiſe, I now ſit down to give thee a continuation of our progreſs, though it blows ſo very hard, and the ſhip has ſo much motion, (notwithſtanding our being at double anchor) that I ſcarcely can write intelligibly. We

1785. September. left Spithead on the 16th inſt. at eight o'clock in the morning, and paſſed by St. Helen's at eleven; but the wind proving contrary, and the weather wet and hazy, we returned to St. Helen's Road, and came to anchor there in the evening. At ſeven the next morning we weighed, and made ſail. The weather during this, and the two following days, was moderate, and the winds variable. On board the King George were ſeveral ladies, who were going to Guernſey on a jaunt of pleaſure; and a cutter, from Goſport, belonging to our owners, accompanied us for the purpoſe of bringing them back. On the 19th, in the evening, we were at anchor with what is called the kedge, (which is one of the ſmall anchors) and the cutter was moored to our ſtern with a ſtout rope; but though the weather was very moderate, the tide run ſo ſtrong, that the rope preſently broke, and the cutter ran adrift: the fluke of our anchor was likewiſe carried away; this, however, was attended with no great inconveniency. Though I am ſo young a ſailor, yet I had already been in ſome danger, as thou mayeſt recollect when we had a heavy gale of wind off Beachy; and I was again deſtined to be in a much worſe ſituation, from quite a contrary cauſe, viz. a calm. This, to one like thee, will ſeem a paradox, as *you people who never ſaw ſalt water* muſt needs think it the beſt weather when the ſky is clear, and the water ſmooth. On the 20th, in the afternoon, we ſaw the Caſketts, which are a heap of rocks, ſo called by ſailors, on account, I ſuppoſe, of their likeneſs. Theſe rocks have been, perhaps, more fatal to mariners, than ever were the famed Scylla and Charibdis of the ancients. The tide drifted us right upon them: we were quite becalmed, ſo that our veſſel was unmanageable; and at eight in the evening, they were within little more than a mile of us: we had ſoundings indeed in eighteen or twenty fathom water, but the bottom was nothing but ſharp rocks, ſo that had we been reduced to the neceſ-

ſity

ſity of letting go our anchor; there was ſcarcely a poſſibility of its doing us any ſervice; but at nine o'clock the tide turned, and all our apprehenſions were quickly over. This circumſtance will at once ſhew thee, that *calms*, when near land, are oft times more dangerous than violent gales of wind. 1785. September.

On the 21ſt, about one o'clock, our owners brought us a pilot on board (the harbour of Guernſey being right a-head of us) to take us in; and it was rather a laughable circumſtance, that the man pretended he could not ſpeak any Engliſh, and we had nobody on board who underſtood French; but we ſoon found Monſieur knew ſomething of Engliſh, when he underſtood, that if he was ignorant of our language, we muſt provide ourſelves with another pilot.

We came to anchor in Guernſey Road about ſix o'clock in the evening, the weather wet and hazy. Thou wilt expect me to ſay ſomething about this place, and I ſhall give thee every information in my power with the greateſt pleaſure, though my account will be much more circumſcribed than I could wiſh; notwithſtanding this, thou mayeſt be aſſured, that for the ſake of ſwelling my narrative, I never will forſake the regions of truth, or overleap the bounds of probability. On a rock entirely ſurrounded by water, about three quarters of a mile from the town, ſtands the Caſtle, but its appearance has nothing of that Gothic caſt, which edifices of that kind generally have; it is exceeding low, and I fancy very ancient, the greater part having been recently repaired, which makes it look like a piece of patch-work. It is defended by a number of guns, and a guard of ſoldiers; but what quantity of each I cannot inform thee. It is likewiſe the priſon for all the iſland, either in civil, or criminal caſes. The only thing to recommend the Road where

1785. September. where we lay, as a place for ſhips to anchor in is, its excellent bottom; in other reſpects, the ſituation is very bad, being very much expoſed to the winds; but the inhabitants have an excellent place cloſe to the town, for their own veſſels to lay in, well ſecured againſt any violent wind or weather whatſoever. Guernſey is ſituated on the ſide of a pretty ſteep hill, with a ſtony, or rather rocky bottom: it conſiſts of ſeveral ſtreets, which are dark, narrow, and inconvenient, but always clean, not only on account of their hard bottom, but alſo their declivity; ſo that any dirt or filth is always waſhed away by the laſt ſhower of rain.

The houſes in general are built of a coarſe kind of free-ſtone, and ſeldom appear commodious, but never elegant: indeed convenience alone ſeems to have been principally attended to, even in the moſt modern ones. The iſland, I believe, is not very populous, and moſt of the inhabitants are brought up to a ſea-faring life; ſo that the place, not affording every neceſſary of life in plenty, may, perhaps, be owing to proper want of cultivation, more than its natural ſterility. This inconvenience is little felt, as the Guernſey cruiſers being always on the coaſt of England, (whoſe fertile plains ſo amply reward the careful farmer's toil) bring back every thing they want at a cheap rate.

The merchants who reſide at Guernſey are pretty numerous, and ſome of them conſiderable. In time of war, they fit out a number of privateers, and, in general, are pretty ſucceſsful; but I am inclined to think, that a *love of gain* prompts them to theſe undertakings more than love of their country. In regard to their trade, it is chiefly of the contraband kind, and that on a very extenſive plan, not being confined to their neighbours, the French alone, but extending to Spain, Portugal, and the Streights. In their religion

gion, (which is the Church of England) they are, I am told, very exact, and pay a moſt ſtrict attention to the obſervance of the Sabbath: this thou wilt ſay but ill agrees with their living in conſtant violation of laws both divine and human. I am rather of the ſame opinion; but I endeavour to reconcile theſe contradictions, by ſuppoſing that the text of ſcripture about "rendering unto Cæſar, &c." is left out of their edition of the bible; and that liberty, property, and *no exciſe*, is the fundamental axiom of their Magna Charta. One benefit which they reap from their encounters with the myrmidons from the Engliſh cuſtoms is, that knowing they are acting contrary to law, their men become totally callous to the feelings of humanity, and being thus entirely diveſted of the milk of human kindneſs, they fight like devils; and this may, in a great meaſure, account for the great ſucceſs the Guernſey privateers generally meet with. Wines, brandy, &c. &c. are the principal commodities they traffick in. Theſe articles, thou well knoweſt, pay heavy duties in England, therefore are beſt worth their attention. Till lately the article of tea was a kind of ſtaple commodity here, but Mr. Pitt's late bill having ſo greatly lowered the duties, it is no longer an object worth their attention. What few women I ſaw were very ordinary; indeed it was no eaſy matter to tell what complexion they were of, ſo liberally were they bedaubed with paint and powder. Their language ſeems to be a mixture of bad French, with a provincial dialect, which renders it unintelligible jargon to every body but themſelves; however, the greater part of the people in town ſpeak pretty good Engliſh. Our principal buſineſs here was to take ſome articles from the King George on board our veſſel, and to lay in a ſtock of liquor for the people during the voyage, both which are compleated, and we only wait for a fair wind to weigh anchor, and proceed on our voyage.

1785. September.

1785. September. voyage.---Heigh-ho---I cannot help ſighing to think what a diſtance I ſhall ſoon be from----but a truce with all melancholy reflections, and whilſt I exiſt, believe me to be, &c.

W. B.

GUERNSEY, 25th September.

LETTER VI.

AT the concluſion of my laſt I informed thee, that we only waited for a fair wind to leave Guernſey, which fortunately happened the next day, (viz. the 26th September) when we weighed and made ſail. On the 27th, we ſaw ſeven iſlands, at about ſeven leagues diſtance. On the 28th, ſalt proviſions were ſerved out to the ſhip's company. I already foreſee, that in fulfilling thy requeſt of mentioning every occurrence, I ſhall make my letters nothing but a dull repetition of tireſome and unintereſting circumſtances. Here methinks I ſee thee make a full ſtop, and with a ſmile, mutter to thyſelf, " What the devil does the fellow mean? He ſurely has not the vanity to think that the beſt of his letters are any thing elſe than a heap of dull, tedious ſtuff?" Well, if this is thy opinion, I moſt cordially agree with thee: however, were my abilities greater, it would be out of my power to avoid tautology at all times. On the 30th, grog was ſerved out, which made all hands look briſk and chearful: thou art not to imagine that I include our meſs in this obſervation, as we had a plentiful ſtock of our own, independent of the ſhip's allowance. We had a ſtrong gale of wind ſince our leaving Guernſey: this I was

familiar to. Before I mention a circumſtance that happened on Sunday the 2d of October, I muſt inform thee that we keep the Sabbath day in a decent and orderly manner: all hands appearing as the Spectator ſays of country villages on the ſame occaſion, "with their cleaneſt looks and beſt cloaths, clearing away the ruſt of the week," and employ themſelves in reading good books, no duty being carried on that can be avoided. 1785. October.

On the 2d, about noon, one of the people ſaw ſomething at a diſtance, floating on the water; this immediately excited every one's curioſity, and we wiſhed to have a nearer view of it, but having little or no wind, the ſhip would not obey the helm: we prepared to hoiſt out our boat, but the tackles for that purpoſe were not at hand. In this dilemma, ſeveral of the people wiſhed to jump over-board, in order to ſee what had ſo engaged our attention, and to ſave it if worth the trouble. At firſt Captain Dixon objected to this, for fear of ſharks, or other accidents; but there was no alternative, as the expected prize drifted from us every moment; ſo giving leave, two of the people were in the ſea in a moment, and found it to be a large caſk, entirely covered with a kind of ſhell-fiſh, called barnacles. They preſently brought it along-ſide, and we hoiſted it on board. There is no doubt but it had been in the water a long time, as the fiſh were with difficulty ſcraped off, having nearly eat holes through the caſk: on examination, it proved to be a hogſhead of claret. This might juſtly be reckoned an acquiſition, yet it is a melancholy reflection to think, that no veſſel would part with it but in the greateſt exigency, and that we only profited by the diſtreſs of others.

Till the 13th, nothing particular occurred; (we had ſeen ſtrange ſhips at two or three different times, but not near enough to diſ-

1785. October. cern what country they were from) but early in the morning we ſaw the Iſland of Porto Santo, at about ſix leagues diſtance; (thou art to underſtand, that a league at ſea is three miles) and Madeira ſomething nearer: the day being very fine and clear, we kept ſtanding along the ſhore, within a mile of the land. This iſland, ſo famous in the commercial, or I might rather ſay, voluptuous world, for its wine, appears mountainous, but not diſagreeably ſo, as the land ſlopes down by gentle declivities to the water's edge. The numerous vineyards teem with ripe cluſters of the juicy grape, which ſeem to invite the preſſure of the careful vintner: theſe are ever and anon interſected by various plantations of other kinds, together with convents, and other public edifices, dedicated to religious ſecluſion, which appear to be very numerous here, and put me in mind of Foote's Mother Cole, when ſhe complains of the cruel villains "immuring for life ſuch ſweet young things, &c." Funchall, the capital of the iſland, appears very full of places dedicated to public worſhip; and the ſtreets ſeem regular. With this thou muſt be contented, for I have no other opportunity of ſeeing it than through a perſpective glaſs, at three miles diſtance.

When I firſt began to write, I was not certain whether fortune would favour me with an opportunity of ſending it from Madeira, but on our coming a-breaſt of this bay, we found here two of his Majeſty's ſhips, bound for England; and we are now laying to, whilſt the packets are getting ready.

If I recollect right, when I firſt gave thee an account of our veſſels, and their deſtination, I did not mention what number of hands we had on board. In our ſhip we are thirty-two in all, including Captain Dixon. On board the King George, they are nearly (if not quite) double that number; but ſome of them are mere

mere children, and belong to people of conſequence, who, intending them for the ſea, I ſuppoſe, thought they could not do better than embrace this opportunity of initiating them early in their profeſſion; to do which more compleatly, Captain Portlock has on board a youth from the Mathematical School in Chriſt's Hoſpital to inſtruct them in the theoretical, whilſt he teaches them the practical part of navigation. 1785. October.

Amongſt the "changes and chances of this mortal life," behold thy friend, doomed to ſpend ſome years of his, if Providence allows him to exiſt, entirely ſecluded from the buſy world. To the hermit, this might perhaps be a deſirable event: I cannot ſay that is by any means the caſe with me. Thou mayeſt, indeed, ſay, that I am not entirely diveſted of the comforts of ſociety;---true---but thou art to underſtand, that I have very little converſation with any except my meſs-mates; and as ſailors generally introduce *ſalt-water* ſubjects, and thoſe handled ſo as to ſhew they have excluded logic from their ſtudies, my entertainment cannot be great.

I frequently walk the deck for four hours, without ſpeaking as many words: at theſe times my thoughts are employed on a variety of ſubjects, and I propoſe committing them to paper, both for my amuſement, and to have the pleaſure of thy remarks, which I beg thee always freely to make. Our Captain's letters are ready, and the boat is waiting.---Adieu.----Believe me thine,

W. B.

FUNCHALL-BAY, *(Madeira)*
14th October.

LETTER

1785.
October.

LETTER VII.

IF any thing can exceed the pleaſure I have in writing to thee, it is that I have juſt experienced, viz. the ſetting my feet on terra firma. By this thou wilt conclude I have been on ſhore, and conſequently expect a deſcription of this Iſland. As good a one as I can give is at thy ſervice; but let me reſume my narrative where I laſt left thee.

After ſending our letters on board his Majeſty's ſhip, we left Funchall-Bay, and ſteered for this place, with moderate breezes, and fine weather.

On the 16th we ſaw Palma and Ferro, (two of the Canary Iſlands) bearing South by Eaſt at about twelve leagues diſtance. Perhaps thou wilt ſmile at my mentioning the *bearings* and *diſtances*; but give me leave to tell thee, that it is methodical and ſeaman-like: this, I hope, will not only ſecure me from thy animadverſions, but merit thy approbation.

On the 19th, we were in 22 degrees North latitude, and the weather being pretty clear, it was very hot and ſultry. Our decks leaked very bad, and the carpenters were very buſily employed in caulking.

Early in the morning of the 24th, we ſaw the Iſland Bonaviſta, at ſeven leagues diſtance. If I miſtake not this is the Iſland which the renowned Columbus firſt ſaw, when he ſailed in queſt of a *new world.*

world. At ten o'clock the Iſle of Mayo bore N. N. E. four leagues, and St. Jago, (our intended port) at eight leagues diſtance. 1785. October.

Thy knowledge in geography will inform thee, that theſe are part of the *Cape de Verde* Iſlands, and are ſubject to the Portugueze. At noon we came to anchor in Port Praya Bay, St. Jago, in eight fathom water. The extremes of the land which forms the Bay, bore from Eaſt by South, to South-Weſt. The Caſtle and Fort, North-Weſt by Weſt, diſtance from ſhore near two miles.

The Iſland St. Jago is ſituated in near 14 degrees 54 minutes North latitude, and 23 degrees 29 minutes Weſt longitude: I cannot ſpeak with any degree of certainty in regard to its extent, but I think its utmoſt circumference cannot be one hundred miles.

It is natural to ſuppoſe, from its ſituation, that the climate is very hot, and this is greatly increaſed by Eaſterly winds, which are generally prevalent here; theſe conſtantly blowing from the ſandy deſarts of Africa, greatly add to the natural heat of the climate.

Our buſineſs at this place was to water our veſſels, procure freſh proviſions, and whatever neceſſaries the place afforded, that could by any means conduce to our preſent or future accommodation; in order to do which, our Captains took the firſt opportunity of going on ſhore to find out the beſt and eaſieſt method of facilitating their purpoſe.

The Commander of the Fort treated them at firſt in rather a haughty manner, but on having a trifling preſent made him, he grew civil, and gave them leave to water the ſhips; this, it ſeems, being

1785. October. being all that is in his power, all other neceſſaries being furniſhed by a Portugueze merchant, who reſides within a quarter of a mile from the beach.

Every thing for our diſpatching buſineſs being ſettled, I had the pleaſure of going on ſhore with our Captains. An old Negro (a native of the Iſland) received us on the beach; he could ſpeak a little broken Engliſh, and on underſtanding our buſineſs, went along with us to the merchant's houſe, and proved very ſerviceable, for none of us knew a word of Portugueze, and he could ſpeak no Engliſh, ſo that the old man ſerved as an interpreter.

We were received with great civility and politeneſs, and treated with ſome excellent Madeira, Capilaire, oranges, &c. We paid a guinea for each veſſel, as a kind of port charge, and entered their names in a book kept for that purpoſe, together with their deſtination, and from whence they came.

Captain Portlock agreed with this gentleman for ſome beef, and a few other neceſſaries; but our interpreter informed us, that the country people would furniſh us with many things we wanted, on cheaper terms than this gentleman.

On going to Praya we found a kind of market held there, a number of people being aſſembled from various parts of the Iſland, with different articles to ſell, ſuch as hogs, ſheep, goats, fowls, turkies, &c. together with oranges, lemons, limes, cocoa-nuts, bananas, a few pine-apples, and ſmall quantities of clayed ſugar, which they make up in parcels like our baſkets of ſalt. The fruit of every kind was fine, and peculiarly acceptable to us, not only becauſe

becauſe they ſerved in a moſt agreeable manner to quench thirſt, but likewiſe as they are excellent anti-ſcorbutics. 1785. October.

Of their live ſtock, the hogs and turkies are by far the beſt; their goats and ſheep being very thin and ſpare, and their bullocks (for ſo it ſeems they call them) not ſo large as an Engliſh year-old calf; yet ſo poor are the people, that none of them could furniſh us with any *beef*, the merchant, it ſeems, being the only perſon here able to carry on that traffic. We found old cloaths and toys in greater eſtimation than caſh amongſt theſe people, eſpecially in exchange for their leſs valuable articles, ſuch as goats, fowls, fruit, &c. This was a lucky circumſtance for us, as Engliſh coin is not current here; however, it was neceſſary to have *ſome* caſh, which we got by applying to the merchant, who exchanged our guineas for Spaniſh dollars, giving us four dollars, equal here to five ſhillings each, for a guinea; ſo that the courſe of exchange here is nearly fifteen per cent. againſt us. The beſt way for any Captain who propoſes to touch at this place for a ſupply of proviſions, &c. would be, to bring a few articles of hard-ware, ſuch as knives, buckles, razors, &c. &c. theſe would fetch a good profit, and furniſh him with whatever caſh he might want.

I have not time to add more at preſent, but will finiſh my account of this place in my next. Thine, &c.

W. B.

PORT-PRAYA, *(St. Jago,)* 26th October.

LETTER

1785.
October.

LETTER VIII.

SINCE the date of my laſt ſeveral ſhips have arrived here, viz. three ſail from London, and an American brig.

The American's buſineſs, it ſeems, was to pick up horſes, or any cattle he could lay hands on; but none being here, he weighed anchor after ſtaying a few hours. The London veſſels are employed in the Southern whale fiſhery; one of them, juſt come out, belongs to a Mr. Montgomery, in Preſcott-ſtreet, Goodmans-Fields: the brig I have heard nothing about; and the other ſhip, to ------- Hamet, Eſq; (now Sir Benjamin Hamet.) She is called the Hamet, after her owner, and commanded by a Captain Clarke, who is a good hearty kind of man, and ſo obliging as to take the charge of our letters.

I ſhall now proceed to finiſh what further account I am able to give thee of this place. The Fort and Caſtle (or rather the paltry places which ſerve as an apology for them) are ſituated on an eminence, near half a mile from the water ſide, and commanded by a Captain, with a detachment of ſoldiers, ſufficient, no doubt, to keep the Iſland in proper ſubjugation, but ſurely unable to repel any foreign armament.

Immediately behind this fortreſs, on a large plain, ſtands the Town of Praya, conſiſting of about fifty or ſixty huts, ſtanding at a good diſtance from each other, and form a large quadrangle, where the market is held: near the center is a pile of ſtones, which

which ſerve as a croſs. Theſe huts (for I can call them no better) are built with ſtones, without any cement, and are perhaps as poorly conſtructed, as the moſt miſerable out-houſe belonging to an Engliſh farmer. They conſiſt only of a ground-floor, which is generally divided into two, or at moſt three rooms. 1785. October.

Beds are a luxury not known in general here, the people ſleeping on mats: indeed I ſaw one at the merchant's before-mentioned, but ſcarcely a menial ſervant in England would ſleep in it.

The natives are blacks, and generally ſervants to the Portugueze, many of whom reſide here. They profeſs the Roman Catholic religion, of which they ſeem very tenacious. One day when I was at Praya, the people were going to public worſhip, and, impelled by curioſity, I was poſting to the chapel, in order to ſee their method of ſaying maſs; but the Commander of the Fort happening to ſee me, ſent one of his ſoldiers to order me back. The Portugueze behave kindly to ſtrangers, but, perhaps, this may proceed from intereſted motives, as we went to their houſes to purchaſe fruit, &c. A good woman at one of the houſes made me a meſs of boiled Indian wheat, mixed up with goat's milk, and ſweetened with ſugar, much like a good Engliſh houſewife's firmity: this ſhe preſſed me to partake of with ſo much good-nature, that I could not refuſe eating, and found it a very agreeable meſs. It might be imagined from the warmth of the climate, that the females are naturally amorous; yet both the natives and Portugueze conſtantly reſiſted every ſolicitation of that kind from our gentlemen, though they enforced their rhetoric with very tempting preſents: whether theſe conſtant denials proceeded from a real love of chaſtity, I ſhall leave thee to determine.

1785. October. I judge the ſoil to be much the ſame with that of tropical iſlands in general; indeed were it capable of improvement equal to that of England, the people are too lazy to cultivate it. I have before mentioned the principal articles this place produces. Theſe in general require little or no labour, except the cultivation of Indian wheat, and the manufacturing the ſmall quantity of ſugar-cane which the iſland affords: from this they make a kind of ſpirit, which is here called rum, but by ſailors aqua dente. This they make into punch, and render it palatable by infuſing plenty of lemon, or lime-juice, and ſugar.

This iſland abounds with goats, and their milk ſeems to be a conſiderable part of the people's ſuſtenance; for I obſerved in all the huts I went into, bowls filled with it, and generally a number of cheeſes. I am the more apt to believe this, as I could ſee no preparations for cooking victuals in any of the houſes, not even ſo much as a fire, though I viſited many of them at different times of the day.

The heat of the climate requires but little cloathing, and in this reſpect ſuits the purſes of the inhabitants; for the few cloaths they have (the ſoldiers excepted) ſeem to be purchaſed at ſecond-hand, from ſhips that touch here for refreſhment. I ought not to include the women, however, (the *fair ſex* I had like to have ſaid) in this remark: they wear a looſe wrapper, of cotton manufacture, the produce of the iſland, generally ſtriped with blue, after various patterns, as their fancy ſuggeſts; this wrapper, with a light petticoat, and a cap, chiefly conſtitute the women's dreſs. By way of ornament, their ears and neck are decorated with beads, or ſome toy of trifling value, and from the neck a croſs is generally ſuſpended. The Portugueze look the picture of ill-health; their countenances

tenances are wan, meagre, and ſallow: whether or no this is peculiar to the people of that nation, or occaſioned by the climate, I cannot ſay: the natives, however, in general are healthy looking people. Their government I can ſay nothing about, but I ſhould ſuppoſe it in ſome meaſure ſimilar to that of Portugal. 1785. October.

So much for St. Jago. Our time will not permit us to ſtay longer than is neceſſary to complete our water, and let the people have a little recreation on ſhore, which is very neceſſary for the preſervation of their health: moſt of this being already done, I expect every minute to hear "All hands up anchor a-hoy" vociferated by the Boatſwain, with all the noiſy bawl that a good pair of lungs can afford; ſo that I ſhall finiſh with the words of Hamlet's father, "Farwel!----remember me! Thine ever,

W. B.

St. Jago, 28th October.

LETTER IX.

I HAVE before obſerved, that I correſpond with thee as much for my own amuſement as thy information---I beg pardon;--- I meant to ſay the gratification of thy curioſity: ſo that thou art not to wonder at ſeeing my letters frequently dated at ſea; for, in committing our daily occurrences to paper, I am totally governed by good weather and opportunity. Indeed I know thee to be ſo ready to make every kind allowance, that this preamble was ſcarcely neceſſary,

1785. November. neceſſary; I ſhall therefore reſume my narrative without further ceremony.

Having compleated every object we had in view at St. Jago, and a favourable breeze ſpringing up, we weighed anchor at ten o'clock in the morning of the 29th October, after taking leave, with three hearty cheers, of our good friend Captain Clarke, whom we left at anchor. We alſo left the ſhip belonging to Mr. Montgomery riding in the bay. The live ſtock we brought from the Iſle of Wight being nearly expended, we had purchaſed ſeveral goats, turkies, and ſheep here, in order to make our voyage more comfortable, and to preſerve us from the ſcurvy.

I have already mentioned the great heat of the weather at St. Jago, and endeavoured, in ſome meaſure, to account for it. Thou mayeſt eaſily imagine, that the nearer we approached the Equinoctial Line, the weather grew more intenſely hot; and this is greatly increaſed by calms, which are very frequent in latitudes near the Line, whilſt a freſh breeze always renders the heat more tolerable.

On the 3d November, being in eight degrees North latitude, and the weather moſt intenſely hot, our people were buſily employed in ſcrubbing and cleaning between decks, and every part of the veſſel with care, and afterwards waſhed it well with vinegar. This method was always uſed by the late Captain Cooke, in his long voyages, and he ever found it attended with the happieſt effects, in regard to the preſervation of health. Such kind and humane attentions to the health of people under the care of any Commander, muſt certainly place his character, as a man and a *Chriſtian*,

Chriſtian, high in the eſtimation of every perſon of feeling and humanity. 1785. November.

Indeed I cannot help conſidering this attention as a duty abſolutely incumbent on him; for, if the maſter of a family on ſhore conſiders it his duty to take care of his ſervants during ſickneſs, when they have it in their power to procure relief by various other methods, how much more does it behove the Captain of a ſhip to beſtow every attention in his power on his ſervants welfare? In the midſt of the wide ocean, to whom can they ſeek for ſuccour? They have no kind friend, no tender parent to apply to for relief? No generous Public, whoſe charity they might implore, and who rarely fail to aſſiſt the helpleſs in their diſtreſs! Yet notwithſtanding theſe powerful motives, there are, I am afraid, too many Captains who do not trouble themſelves about ſuch (to them) trivial matters, but truſt to chance for the health or ſickneſs of their people.

From the 4th to the 12th of November, the weather was very variable; ſometimes it was clear, and nearly calm, and preſently it would change to ſtrong ſqualls and heavy rain, attended with conſtant thunder and lightning. I had omitted to mention, that on the 9th the ſhip's company were ſerved with peas, at an allowance of half a pint per man, for three days in the week: this addition to our ſalt pork, made a very comfortable meſs. By the 13th we were in the latitude of 2 degrees North, and the weather grew more ſettled and favourable: we had a freſh Eaſterly breeze, with a clear ſky, unattended with any ſudden ſqualls, or thunder and lightning. On the 16th we croſſed the Line, our latitude being 22 miles South.

It

1785. November. It perhaps may be neceſſary to inform thee, that the method of finding what latitude the ſhip is in is, to take an altitude of the Sun when he is in the meridian, (which is always twelve o'clock at noon) and this altitude, after being wrought by an eaſy proceſs, gives the latitude.

Sailors on croſſing the Line, have a cuſtom of plunging every perſon on board, who have never been to the Southward of it, over head and ears in a tub of water. This ceremony being but ill reliſhed by ſome of our people, Captain Dixon promiſed all hands a double allowance of grog if they would deſiſt: this was very willingly accepted, and harmony was ſoon reſtored: but alas! grog and good-humour ſoon were at variance, and ſome of the people grew ſo quarrelſome and turbulent, that they were put in irons: this brought them to reaſon in a ſhort time, and they were ſet at liberty on promiſe of better behaviour.

I was expreſſing my ſurprize and ſorrow to my meſs-mates, that ſo diſturbing a circumſtance ſhould happen, but they laughed, and ſaid, that things of this ſort were ſo common at ſea, that they were not worth taking the leaſt notice of. On this I could not help reflecting with Solomon, that "there is nothing new under the Sun."

At two o'clock in the afternoon of the 21ſt, we ſaw a ſail to the Eaſtward, but at too great a diſtance to diſcern what country ſhe belonged to. On the 24th, vinegar was ſerved out to the ſhip's company, which made our ſalt proviſions more wholeſome and agreeable: it likewiſe proved a very good ingredient to eat with fiſh, which we frequently caught, ſuch as bonettas, albacours, dolphins, &c. On the 25th, the people were ſerved with what

ſlops they wanted, and ſo were rid of the fears they entertained at our firſt ſailing, viz. that they ſhould not be able to procure a ſupply of cloaths when their ſtock was worn out. On the 26th, tea and ſugar were ſerved to the ſhip's company, at an allowance ſufficient for breakfaſt every morning. This made a very comfortable addition to our victuals, and was a very agreeable change: add to this, they are excellent anti-ſcorbutics, and as ſuch, peculiarly deſirable in long voyages. Indeed we had a plentiful ſtock both of tea, coffee, and ſugar for our own meſs, of a ſuperior quality to what we had ſerved out; but it was a moſt deſirable acquiſition to the people, as I believe it is never ſerved out, either in the King's ſhips, or merchants ſervice. On the 30th, we had a ſpare main-ſail fitted over the quarter-deck, as a temporary awning. This not only rendered the heat of the weather more tolerable on deck, but was of great uſe in preſerving it from the ſun. 1785. December.

By the 6th of December we were well out of the Tropics, being in 26 deg. 16 min. South latitude. The weather now began to be agreeable and pleaſant, with freſh ſteady Eaſterly breezes. At nine in the morning of the 7th, the King George made a ſignal for ſeeing a ſail to the South-Weſt; but ſhe did not come near enough for us to diſcern what country ſhe belonged to.

I believe Captain Portlock propoſes touching at Falkland's Iſlands; if ſo, thou mayeſt depend on a further continuation from that place. Thine ever,

W. B.

At Sea, 20th Dec.

LETTER

1785.
December.

LETTER X.

THOUGH a ſea life is in ſome degree become familiar to me, yet the ſight of land fills me with a temporary pleaſure; I ſay temporary, becauſe it is ſoon ſtopped by reflecting, that ſome years muſt elapſe before I ſhall have the heart-felt ſatisfaction of beholding my native country.

I am aſhamed to trouble thee with ſuch trifling digreſſions; but in future I will endeavour entirely to ſuppreſs them, and write nothing that concerns the paſt, or future, but confine myſelf to the preſent time.

On the 11th of December, being in 33 deg. 16 min. North latitude, we had a heavy gale of wind, which obliged us to cloſe-reef our top-ſails and main-ſail: however, in a few hours the weather grew moderate. We have found the variation of the compaſs to be 11 deg. 16 min. Eaſterly. The 16th, being moderate and fine, we had a great quantity of ſpermaceti whales about the ſhip, latitude 41 deg. South. On the 21ſt, we had a very heavy gale of wind, which obliged us to hand our top-ſails, and reef our courſes: we alſo reeved preventer braces for the top-ſail yards, and preventer laſhings to ſecure our boats: the main and fore hatches were battened down, and every precaution taken to keep the veſſel ſnug and dry. This in all parts to the Southward of the Line, is the longeſt day: it would have been a matter of ſurprize for thee to have ſeen the Sun before four o'clock in the morning; and I dare ſay that there

there are numbers in London who will never be perſuaded that the Sun riſes before four o'clock in December. 1785. December.

On the 23d, being in 46 deg. South latitude, the ſea had a very muddy, dirty appearance, we ſaw a ſeal, and a great quantity of various kinds of fiſh playing about the ſhip.

Early in the morning of the 24th, we had a heavy ſtorm of ſnow and ſleet: indeed ſince the 21ſt we had very little intermiſſion from heavy gales of wind and ſqually weather. This forenoon our laſt goat died, being literally ſtarved to death with cold, though we had taken every precaution in our power to keep her alive. We felt her loſs very ſenſibly for ſome time, as ſhe had given milk twice a day, which made our tea drink very agreeably. Latitude at noon 47 deg. 2 min.

On the former part of the 25th we had freſh breezes, and pretty clear weather; but at four in the afternoon a heavy gale of wind obliged us to hand our top-ſails and reef the courſes. This being Chriſtmas Day, we celebrated it as well as our ſituation could afford, and more particularly as it is accounted by ſailors a greater feſtival than even the Sabbath-Day, though their obſervance of it is not conſiſtent with this opinion, as they generally ſpend it in noiſy mirth, and tumultuous jollity, occaſioned by drinking repeated bumpers of grog to the health of their abſent friends and ſweethearts. Latitude 48 deg. 14 min. South.

From the 26th to the 31ſt, the weather was variable: ſometimes we had moderate breezes, and cloudy; and again, heavy gales of wind with rain. This is the Summer ſeaſon in this part of the world, the latitude we were in (viz. 50 deg. 30 min. South) being

1786. January. nearly the ſame climate as part of England; yet the weather here is more like March than Midſummer.

On the 1ſt January, 1786, we had great numbers of ſeals and penguins about us, and a great variety of birds, which plainly indicated that we were not far from land.

At three o'clock in the morning of the 2d, we ſaw land, the extremes of which bore from South-Eaſt by South to South by Weſt, at about nine leagues diſtance. At ten o'clock we ſounded in ſeventy-eight fathom water, over a fine ſandy bottom, intermixed with black ſpecks: the extremes of the land at noon bore from South-Eaſt to South-Weſt; the weather thick and hazy with rain. During the afternoon, we had light winds, inclining to calm. In the evening we ſounded, and had again ſeventy-eight fathom water, with much the ſame bottom as before.

At eight in the morning of the 3d, we ſaw the land bearing Eaſt by North; and at ten, the extremes of the land in ſight bore from South-Eaſt to South-Weſt by South, diſtant from ſhore nine or ten leagues: the water appeared very black and muddy. At eleven o'clock we ſaw a rock, bearing South-Eaſt, at about ſeven leagues diſtance, which had very much the appearance of a ſhip under ſail, and indeed we at firſt took it for a veſſel. We have ſince learnt, that this rock is called the Eddyſtone. Our latitude at noon was 51 deg. 2 min. South, and the longitude 58 deg. 48 min. Weſt.

I mention the latitude more frequently, that thou mayeſt form an idea of our progreſs; and alſo, by that and the longitude, (which I will mention in future at every opportunity) thou mayeſt find with eaſe the very ſpot of the globe that we are upon.

During

1786. January.

During the afternoon we had freſh breezes and cloudy weather, and, not willing to loſe ſight of the land, we ſtood in ſhore, and tacked occaſionally. At eight o'clock in the evening, the Weſtermoſt land bore Weſt South-Weſt, and the Eddyſtone North-Eaſt. We had freſh breezes, with thick hazy weather; at times a thick fog.

In the forenoon of the 4th we ſaw two ſmall iſlands, bearing South by Eaſt and South by Weſt, with high land behind them. At noon, the Weſtermoſt land in ſight was about four leagues, and the Eaſtermoſt near eight leagues diſtance, latitude 51 deg. 10 min. South. During the afternoon we ſtood along ſhore, as we judged Port Egmont (the harbour we intended to anchor in) not to be far off. About midnight, being within three miles of the Weſtermoſt land, Captain Portlock made ſignal to ſtand off ſhore. I have before obſerved, that we had very long days; in fact, we had no night, and the weather being moderate, might juſtly warrant our ſtanding near the land during the night time.

At two o'clock in the morning of the 5th, we wore and made ſail. At three Captain Portlock ſent his whale-boat with Mr. Macleod, his Firſt Mate, to ſound a-head, and look out for a harbour. Mr. Macleod left a copy of the various ſignals he was to make on board the Queen, as a guide for us, our veſſel being a-head of the King George.

At half paſt ſeven Mr. Macleod fired a muſquet, as a ſignal for danger, which occaſioned us to ſtand off the land, and tack occaſionally, the better to obſerve the motions of the boat. Towards nine o'clock, being pretty near the place where Mr. Macleod made the

1786. January. the ſignal for danger, our whale-boat was hoiſted out, and ſent a-head to ſound.

About half paſt nine Mr. Macleod hoiſted a flag at the top of the high land, which was a ſignal for a harbour: on this, both veſſels ſtood in for the ſound, and Captain Portland fired a gun as a ſignal for his boat to return.

Mr. Macleod informed us, that he had ſeen a ſmall reef of rocks which occaſioned him to fire the muſquet; and that the harbour afforded an excellent place for watering. At eleven o'clock both ſhips came to anchor in Port Egmont, in ſeventeen fathom water over a ſandy bottom.

I have endeavoured to mention every circumſtance, however trivial; and I hope ſo ſtrict an attention to minutiæ will not only pleaſe thee, but in ſome meaſure atone for the defects that continually occur in the courſe of my narration. Thou mayeſt expect ſome account of this place, &c. in my next. Thine, &c.

W. B.

FALKLAND'S ISLANDS, 7th January.

LETTER XI.

HAVING handed the ſails, and put every thing to rights, we moored with the ſtream-anchor and tow-line; but the next day, (the 6th) finding the wind blow freſh, and a heavy ſwell, we took

took the ſtream-anchor up, and moored with both bowers. The principal object we had in view, was to water the ſhips; for this we were ſituated very conveniently, as I have before obſerved. We had alſo found during our cruize, that the Queen was not ſufficiently deep in the water; ſo that ſome hands were employed in fetching ſtones to put in the hold, by way of ballaſt. Theſe employments were ſet about without delay, and both would have been compleated in three or four days at fartheſt, had we not been frequently interrupted by blowing ſqually weather: however, by the 14th, both theſe objects were entirely compleated, beſides freſh ſtowing the hold. During this time all the people had been on ſhore to recreate themſelves, land air being reckoned exceeding ſalutary and wholeſome for ſailors. 1786. January.

On the 14th, the people were employed in ſetting up the rigging fore and aft, and other neceſſary buſineſs. On the 15th, an Engliſh ſloop came to anchor in the harbour, and her boat going on board the King George, we learnt that ſhe belonged to a ſhip commanded by a Captain Huſſey, called the United States, but Britiſh property, which lay in Huſſey Harbour, States-Bay, Swan-Iſland, in company with a ſhip from America. The United States was the property of Mrs. Hayley, relict of the late George Hayley, Eſq; and ſiſter to the celebrated Mr. Wilkes.

Theſe veſſels had been at Falkland's Iſlands occaſionally for more than a year, and had wintered in Huſſey Harbour before-mentioned; ſo that they were perfectly acquainted with the tides, the currents, and in ſhort every circumſtance neceſſary for the ſafely navigating a ſhip in any of the various roads, bays, and ſounds, ſo numerous here.

During

1786. January. During the time our neceſſary buſineſs was carried on, both our Captains were employed in ſurveying the port, and various parts of the land. In one of theſe excurſions, they fell in with a birth for the ſhips, greatly preferable to that we lay in, on the Weſt ſide of the bay; and as they propoſed ſtaying here a few days longer, it was determined to take the veſſels there: ſo early in the morning of the 16th we unmoored, and at eight o'clock made ſail: at ten we came to anchor in ſeven fathom water. We ſoon found that our ſituation was changed for the beſt, being well ſheltered from the wind, and no ſwell to incommode us. 'Tis moſt probable that this was near the place where Captain Macbride lay in the year 1766, when he wintered here, as we found on the adjacent ſhore the ruins of ſeveral houſes, ſaid to be built by him, but deſtroyed ſince by the Spaniards.

From the 16th to the 19th, the people of both ſhips were alternately on ſhore, to recreate themſelves, land air (as I have already obſerved) being very ſalutary, and wholeſome for people in our ſituations: indeed this place affords little refreſhment of any other kind, as I ſhall take notice by and bye.

Having learnt from Mr. Coffin, Maſter of the ſloop, that there was a good paſſage for us through the iſlands, and he kindly undertaking to lead the way as our pilot, our Captains determined to get to ſea the firſt opportunity, as the ſeaſon was already too far advanced for us to expect a good paſſage round Cape Horn. Accordingly we weighed anchor, and made ſail early in the morning of the 19th of January. At eight o'clock, the flag-ſtáff on Keppel's Iſland (the ſame on which Mr. Macleod hoiſted the ſignal the morning we made Port Egmont) bore Eaſt by South; Sandy Bay, South-

South-East by South, and the Weſtermoſt point of land, South-Weſt, at about four leagues diſtance. 1786. January.

We came to anchor at half paſt eight in the evening, without any material occurrence, off the Eaſt end of Carcaſs Iſland, in twelve fathom water. In the morning of the 20th, we weighed and made ſail, and came to anchor at noon in Weſt-Point Harbour, in eight fathom water.

On the 21ſt, in the morning, we again made ſail. Mr. Coffin cautioned us to be on our guard, in rounding Weſt-Point, as the wind would pour upon us from the high land like a torrent. The morning was fine and clear, and the wind moderate; yet luckily, we did not deſpiſe his precaution, but had all hands ready to clue up the ſails; and well it was that we had, for before we got well round the Point, the wind poured down upon us like a hurricane, and continued to blow with amazing impetuoſity for near an hour, during which time we durſt not ſhew a ſingle yard of canvas; but as we got clear of the high land, the wind grew moderate. At one o'clock we ſaw the two ſhips before-mentioned, riding at anchor in Huſſey Harbour; and at three o'clock we came to anchor in States Bay, Swan Iſland, off Elephant Point, in ſeventeen fathom water, and about a mile from the American veſſels.

Before I conclude, let me give thee as good an account of theſe Iſlands as I am able, from what obſervations I have made during our ſtay here.

Theſe Iſlands were firſt diſcovered by Sir Richard Hawkins, in 1594, but Captain Strong probably called them Falkland's Iſland, or more

1786. January. more properly, Falkland's Iſlands, as there are a conſiderable number of them. It ſhould ſeem as if the Engliſh propoſed ſettling a colony here, by Captain Macbride's ſtaying here a whole ſeaſon, and erecting ſeveral houſes: theſe, however, were deſtroyed by the Spaniards, who diſpoſſeſſed us of the place in 1770.

This affair made a great noiſe in London, and occaſioned much clamour amongſt the politicians at that time: but I ſhall ſay no more on this head, as thou art much better verſed in the *political* hiſtory of this place than myſelf; only juſt obſerve, that we need not wonder at the Spaniards envying us the poſſeſſion of theſe iſlands, as their ſituation commands the paſſage to the Spaniſh Settlements in the South Seas.

Port Egmont, (viz. that part of it where we laſt lay at anchor) is ſituated in 51 deg. 12 min. South latitude, and 59 deg. 54 min. Weſt longitude, and is a moſt ſpacious harbour, perhaps large enough for all the ſhips belonging to Great Britain to ride at anchor.

How far theſe iſlands extend, I cannot pretend to ſay with any degree of certainty; but I imagine more than one degree in latitude, and two degrees in longitude.

The ſituation of Port Egmont ſeems to be nearly centrical; ſo by that, and the former conjecture, thou mayeſt form a pretty good idea of their extent.

Though theſe iſlands are univerſally known by the name of Falkland's, yet many of them are called by different names, juſt, I preſume, as the fancy of different cruiſers have ſuggeſted: I juſt

mention this circumſtance to prevent thy ſurpriſe, on ſeeing ſuch names as Swan Iſland, Keppel's Iſland, &c. &c. 1786. January.

One would naturally ſuppoſe from the ſituation, that the climate here is much the ſame as that of England: this, however, ſeems far from being the caſe. Though this is nearly the height of Summer here, yet the weather is frequently cold and winterly, the thermometer being never higher than 53 deg. The winds have generally been weſterly, with frequent ſqualls and heavy rain.

The ſoil ſeems of a light, free nature, and well calculated for meadow or paſture land; indeed in many places it is no eaſy matter to tell what nature the ſoil is of, for the vegetation has grown, and rotted, and grown again, till great numbers of large hillocks are formed, from the tops of which grow large blades of graſs; theſe naturally inclining to each other, form a kind of arch, and afford occaſional retreats for ſeals, ſea-lions, penguins, &c. &c. which abound here.

Near the ruins of the town are a number of ſmall pieces of ground, incloſed with turf, which, no doubt, were intended for gardens, as it might eaſily be perceived that they had been in a cultivated ſtate. In one of them I found ſeveral ſorts of flowers, and ſome fine horſe-reddiſh. 'Tis ſomething remarkable, that there grows not a tree, or any thing like it, on theſe iſlands: our people, after much ſearching, found ſome bruſh-wood, but ſo ſmall, that it would ſcarcely ſerve to make brooms for the ſhip's uſe.

There are few or no inſects to be met with here, though Mr. Hogan, Surgeon of the King George, who is a conſiderable proficient in Natural Hiſtory, took infinite pains to procure ſome.

1786. January. On the beaches are great numbers of geeſe and ducks, but much ſmaller, and of a different ſpecies from our's: they are pretty tame, and eaſily run down. Our people were greatly elated on ſeeing them, imagining they ſhould live luxurioufly during our ſtay; but here they were grievouſly diſappointed, for both geeſe and ducks eat exceedingly rank and fiſhy, owing, no doubt, to their conſtantly feeding on marine productions; ſo that they ſoon grew heartily tired of them as food, though the exerciſe of running them down was both agreeable and healthy.

Beſides theſe, here are various other kinds of the feathered tribe, the principal of which are the Port Egmont hen, (called the ſkuagull by Pennant) and the albatroſs. Pennant diſtinguiſhes the ſpecies found here by the name of the wandering albatroſs, though at what time of the year they migrate I cannot ſay: however, I am certain that this is the time of their incubation, as I ſaw ſeveral hundreds of them ſetting on their neſts, and great numbers of young ſcarcely fledged. The Port Egmont hen is a very ravenous bird, ſomething like a hawk, only larger; they are very numerous here; indeed ſo are many other kinds, though it is not in my power to particularize them. I ſhall, therefore, conclude this article with obſerving, that the only bird we caught here, which eat without any rank fiſhy taſte, is called by ſailors a ſeapie: this bird is not web-footed, but has claws much like our fowls, and ſubſiſts chiefly on worms, &c. ſeldom or never going far from the ſeaſide.

Our people frequently attempted to catch fiſh, but were always diſappointed, ſo that we began to conclude theſe iſlands were not bleſſed with that capital part of the creation; but Captain Huſſey making us a preſent of ſome fine mullet, convinced us of our miſ-

take. It ſeems theſe are almoſt the only kind of fiſh found here, and they often caught them in large quantities. On many of the beaches are large beds of muſcles and limputs, and various other marine productions, ſome of which ſerve as food for the penguins, geeſe, &c. &c. indeed there is no doubt but every one of them has its uſes, as we are well aſſured, that the Almighty Creator of the Univerſe made nothing in vain. 1786. January.

I have endeavoured to take ſome notice of every thing that has come within my obſervation; and thou muſt attribute my not giving thee a better account of this place not only to want of opportunity, but to a much worſe, viz. a want of ability.

Our buſineſs is all compleated, and every thing in readineſs for us to put to ſea, ſo that the firſt fair wind carries us from this place, in order to double Cape Horn, that place ſo much dreaded by many adventurers in the voyage of matrimony, and on which numbers of them founder: however, it is to be hoped this will never be the fortune of thine, &c.

W. B.

FALKLAND'S ISLANDS, 22d January.

LETTER

1786.
January.

LETTER XII.

EARLY in the morning of the 23d January we weighed anchor and made ſail. At nine o'clock the North-Weſt end of New Iſland bore South-Weſt by South, diſtance five miles. Our latitude at noon was 51 deg. 35 min. South, and longitude 60 deg. 54 min. Weſt. During the afternoon and evening, the weather was thick and hazy, with ſmall drizzling rain.

At eight o'clock in the morning of the 24th, the Weſt end of Falkland's Iſlands bore North-Eaſt, at ten leagues diſtance: our latitude at noon 52 deg. 3 min. South. We kept ſtanding to the Southward, it being our intention to get well clear of Cape Horn, that in caſe of contrary winds, we might double it with ſafety.

From the 24th to the 26th, we had moderate hazy weather, with North-weſterly winds: latitude on the 26th, 53 deg. 39 min. South. We here found the variation of the compaſs to be 25 deg. to the Eaſtward. At ten o'clock in the evening of the 26th, we ſaw Staten's Land, bearing South-Eaſt. During the night we had frequent ſqualls, attended with lightning,

At eight in the morning of the 27th, the extremes of Staten's Land bore from South a quarter Weſt, to Weſt half South, diſtance from the ſhore about five miles. Towards nine o'clock we ſaw a ripling a-head, which occaſioned us to ſhorten ſail, and bear up; but ſoon afterwards we found it was occaſioned by the current, on which we again hauled to the Southward and made ſail.

The

1786. January.

The North-Weſt ſide of Staten's Land is very mountainous, and appears extremely barren; but I am informed the Eaſt ſide is woody, and tolerably level. In the evening, the extremes of the land bore from Weſt-North-Weſt to North by Weſt, at nine leagues diſtance. From the 28th to the 30th, we had heavy gales of wind, and frequent ſqualls; the wind veering from South by Eaſt to Weſt.

The 31ſt, and to the 4th of February, was more moderate. We now had made a good offing from Cape Horn, our latitude at noon on the 4th being 60 deg. 14 min. South, and our longitude 67 deg. 30 min. Weſt. Our courſe now changed to North-Weſt, our Captains wiſhing to get ſtill further to the Weſtward, that if we ſhould have Weſterly winds, we might keep well clear of the Continent. Since our leaving Falkland's Iſlands, the weather has been very cold and ſevere, with frequent ſtorms of rain and ſleet; the thermometer generally at 44 deg. Indeed we are later in the ſeaſon than could have been wiſhed, yet this is the Summer ſeaſon in this part of the world. During the greateſt part of February, we had conſtant and ſevere gales of wind from the North and North-Weſt, with very heavy croſs ſeas, which retarded our progreſs exceedingly, our latitude on the 28th being 52 deg. 14 min. South, and our longitude 84 deg. 34 min. Weſt.

I have often admired that emphatic deſcription of perſons in a ſtorm, recorded in the 107th Pſalm; but its beauty now ſtrikes me ſo forcibly, in conſequence of our late ſituation, that I cannot forbear tranſcribing it.

" They that go down to the ſea in ſhips, and occupy their " buſineſs in great waters. Theſe men ſee the works of the Lord, " and his wonders in the deep. For at his word, the ſtormy " wind

1786. March. "wind ariſeth, which lifteth up the waves thereof. They are "carried up to the Heaven, and down again to the deep. Their "ſoul melteth away becauſe of the trouble. They reel to and "fro, and ſtagger like a drunken man, and are at their wit's end."

I ſhall make no apology for troubling thee with this paſſage from Sacred Writ, not only becauſe I know thou canſt be ſerious upon occaſion, but as it deſcribes the feelings of people in diſtreſs at ſea, better than a volume on the ſubject.

I forgot to mention, that on the 27th we found the gammoning of our bowſprit gone, on which we ſhortened ſail, and got it ſecured with a new one.

The weather now grows more moderate, with freſh Weſterly breezes, ſo that we proceed on our voyage a-pace. After I am a little recovered from the fatigue of the late tempeſtuous weather, thou wilt again hear from thine, &c.

W. B.

At Sea, 6th March.

LETTER XIII.

I OBSERVED to thee in the concluſion of my laſt, that the weather grew moderate, and tolerably fine, and every thing ſeemed now to promiſe a continuation of it. It being uncertain how

how long it would be before we came to anchor, Captain Dixon, on the 7th of March, put the ſhip's company to an allowance of water, at two quarts a man per day, beſides an allowance for peas three times per week. Latitude at noon, 44 deg. 13 min. South, longitude 83 deg. 25 min. Weſt. 1786. April.

On the 23d, at noon, we were in 34 deg. 8 min. South latitude. Though the trade winds can ſeldom be depended on out of the Tropics, yet we were lucky enough to meet with a pretty regular trade in this latitude: this determined our Captains to ſteer for Los Majos, (an Iſland, or rather a group of Iſlands ſeen by the Spaniards, and laid down by them in 20 deg. North latitude, and 130 deg. Weſt longitude) as they were likely to afford every kind of refreſhment we wanted, and at the ſame time were very little out of our courſe.

At ſix o'clock in the evening of the 25th, we ſaw a ſtrange ſail to the North-Weſt, and at ten ſhe paſſed us nearly within hail: we expected ſhe would have ſpoke us, but this ſhe declined. We could not ſee her diſtinctly enough to know what country ſhe came from; but it is very probable ſhe was a Spaniard going to Baldivia. We brought out two caſks of cyder, which began to be ſerved out the 3d of April, at an allowance of a pint a day per man. This was a moſt agreeable beverage, as the weather now grew intenſely hot and ſultry; the wind from Eaſt to North-Eaſt.

On the 5th, the armourer's forge was got upon deck, and fixed up. He immediately began to work, in making ſundry things for the ſhip's uſe, and likewiſe toes for our future traffic. Theſe toes are long flat pieces of iron, not much unlike a carpenter's plane-iron, only

1786. May. only narrower: they are held in great eſtimation by the Indians, and as ſuch we expect them to be ſingularly uſeful in our future trade.

On the 6th, the carpenters were employed in making ports for guns, and fixtures for ſwivels; and on the 10th we had two guns (four pounders) and eight ſwivels fixed on the quarter-deck.

On the 20th, being in 1 deg. North latitude, and the weather extremely ſultry, our allowance of water was increaſed to three quarts a man per day. The latter end of this month we caught a number of ſharks: theſe are reckoned very coarſe, rank food, and they certainly are ſo; but to us, who had been ſo long on ſalt proviſions, they were a prize, and by making a meſs which ſailors call chouder, of them, they eat very palatably. The weather was very hot and ſultry, with frequent light airs, ſometimes inclining to calm.

From the 1ſt to the 3d of May, we ſaw numbers of turtle, which gave us reaſon to hope that we ſhould fall in with a turtle iſland, eſpecially as Captain Cook, in his laſt voyage, fell in with one not many degrees from us; but in this we were diſappointed.

With all our endeavours, we only caught one; but Captain Portlock was more lucky, owing to his whale-boat being fixed on the ſhip's quarter; ſo that when they ſaw any turtle, his people could launch the boat, and be after them in a minute; by which means they caught from ten to fourteen per day, part of which was always ſent on board us: ſo that though turtle was a kind of luxury, yet we began to be pretty well ſatiated with it: this reſpite from ſalt proviſions muſt, however, have been of ſingular ſervice to both ſhips companies.

On

Our obſervation at noon, on the 8th of May, gave 17 deg. 4 min. North latitude, and 129 deg. 57 min. Weſt longitude: in this ſituation we looked for an Iſland called by the Spaniards *Roco Partida*, but in vain; however, we ſtood to the Northward under an eaſy ſail, and kept a good look out, expecting ſoon to fall in with the group of iſlands already mentioned. 1786. May.

From the 11th to the 14th, we lay to every night, and when we made ſail in the morning, ſpread at the diſtance of eight or ten miles, ſtanding Weſterly: it being probable that though the Spaniards might have been pretty correct in the latitude of theſe iſlands, yet they might eaſily be miſtaken ſeveral degrees in their longitude: but our latitude on the 15th, at noon, being 20 deg. 9 min. North, and 140 deg. 1 min. Weſt longitude, which is conſiderably to the Weſtward of any iſland laid down by the Spaniards, we concluded, and with reaſon, that there muſt be ſome groſs miſtake in their chart.

Hitherto the people in general on board the Queen had enjoyed a pretty good ſtate of health, except Mr. Turner, our Second Mate, who was taken ill ſoon after we left St. Jago, and Captain Dixon, who latterly had been attacked by a complication of diſorders; but now the ſcurvy began to make its appearance amongſt us, many of the people being affected more or leſs, and one man entirely laid up with it. Though every anti-ſcorbutic on board was uſed with the greateſt care and regularity, yet we found all would be ineffectual, without the aſſiſtance of freſh air, freſh water, proviſions, vegetables, &c. on which it was determined to make Sandwich Iſlands as ſoon as poſſible.

1786. May. Being already in our proper latitude, we kept ſtanding to the Weſtward, with a fine leading breeze; and at ſeven o'clock in the morning of the 24th, we ſaw Owhyhee, the principal of the Sandwich Iſlands, bearing Weſt, diſtance about fourteen leagues. At noon, the North-Eaſt point bore North, at three leagues diſtance. As it was well known that this iſland afforded every thing we wanted in abundance, the ſight of it put every perſon on board in freſh ſpirits After ſtanding along the ſhore two days, with light winds, frequently inclining to calm, we came to anchor on the Weſt ſide of the iſland, in Karakkakooa Bay, at one o'clock on the 26th, in eight fathom water, the Weſt point of the Bay bearing Weſt by North, and the South point, South half Weſt, at about a mile diſtant from ſhore. In the afternoon we were ſurrounded by an innumerable quantity of canoes, and vaſt numbers of both ſexes, in the water; many of theſe, no doubt, came to ſee us through curioſity, but numbers brought various commodities to ſell, ſuch as hogs, ſweet potatoes, plaintains, bread, fruit, &c. theſe we purchaſed with toes, fiſh-hooks, nails, and other articles of trifling value: the people bought fiſhing-lines, mats, and various other curioſities.

Early in the morning of the 27th, we began to prepare for watering, intending to diſpatch that with all expedition; but Captain Dixon going on board the King George, was informed, to our very great diſappointment, that the inhabitants were growing troubleſome, and that they had already tabooed the watering place. This ceremony of tabooing is performed by their prieſts, and is done by ſticking a number of ſmall wands, tipt with a tuft of white hair, round any place they want to keep private, after which, no perſon preſumes to approach the place, and I believe the puniſhment is death for an offence of this kind. We were afraid

afraid at firſt, that this treatment might proceed from a remembrance of the loſſes they ſuſtained after the melancholy death of Captain Cook, who was killed in this harbour; but that was not the caſe: the reaſon they gave for this proceeding was, that all their Chiefs being abſent, engaged in war with a neighbouring iſland, they durſt not, on any account, ſuffer ſtrangers to come on ſhore. 1786. May.

One of our principal objects being thus fruſtrated, our Captains are determined to leave this place as ſoon as poſſible; mean while, we keep purchaſing hogs, fowls, vegetables, &c. in abundance; and I believe every perſon on board has already began to feel the good effects of freſh victuals, but ſcarcely any one more than thine, &c.

W. B.

SANDWICH ISLANDS, 28th May.

LETTER XIV.

BEFORE I proceed with my narration, give me leave to obſerve to thee, that the Sandwich Iſlands were diſcovered by the late Captain Cooke, in his laſt Voyage to the Pacific Ocean. Owhyhee, the principal, is the firſt to the Southward and Eaſtward; the reſt run in a direction nearly North-Weſt. The names of the principals are, Mowee, Moretoy, Ranai, Whahoo, Attooi, and Oneehow. This will, I preſume, be ſufficient for thy information at preſent.

At

1786. June. At eight o'clock in the evening of the 27th, we weighed and made ſail, tacking occaſionally during the night, and the whole of the 28th, having light variable winds. The people were employed in killing hogs, and ſalting them for the ſhip's uſe. A number of canoes ſtill kept following us with hogs, vegetables, &c.

At noon, on the 29th, Karakkakooa bore North-Eaſt by Eaſt, diſtance ſeven or eight leagues; and the high land of Mowee, (the Iſland we intended next to touch at) in ſight. A ſtrong breeze during the whole of the 30th, prevented our touching at Mowee. In the morning the Iſland of Ranai bore North North-Weſt, at ſix leagues diſtance; and at noon a high bluff to the Weſtward bore North by Weſt, diſtance one league. We kept ſtanding for Whahoo with a good Eaſterly breeze.

At eight in the morning of the 31ſt, the North Eaſt end of Moretoy bore North North Eaſt, diſtance about ſix leagues. At noon we ſaw Whahoo; the South Eaſt part bore Weſt South Weſt, and the North Eaſt part North Weſt; latitude 21 deg. 14 min. North.

On the 1ſt of June, at one in the afternoon, we came to anchor in a bay on the South ſide of Whahoo, in eight and half fathom water, over a ſandy bottom; the extremes of the land bearing from Eaſt South Eaſt to Weſt by South, diſtance from ſhore near two miles. We had preſently a number of canoes along-ſide, but hogs and vegetables were much ſcarcer here than at Owhyhee.

Early in the morning of the 2d, our Captains went on ſhore, in order to find a watering place, and procure accommodations for the ſick: they ſoon met with good water, but the acceſs to it was very

very difficult, occaſioned by a reef of rocks which run almoſt the length of the bay, at a conſiderable diſtance from the ſhore, and ſo high, that it was ſcarcely practicable, and by no means ſafe for a loaded boat to venture over: this circumſtance made us deſpair of filling our water at this iſland; but Captain Dixon taking notice that moſt of the people in the canoes had ſeveral gourds, or calabaſhes full of water, he directed us to purchaſe them, which we eaſily did for nails, buttons, and ſuch like trifles: indeed ſo fond were they of this traffic, that every other object was totally abandoned, and the whole Iſland, at leaſt that part which lay next us, were employed in bringing water: for a ſmall, or a middling-ſized calabaſh, containing perhaps two or three gallons, we gave a ſmall nail; and for larger ones in proportion. Thus, in this very ſingular, and I may venture to ſay, unprecedented manner, were both ſhips compleatly ſupplied with water, not only at a trivial expence, but alſo ſaving our boats, caſks, and tackling, and preſerving the people from wet, and the danger of catching cold. During the time we were taking in water, &c. our people were buſied in ſettling up the rigging fore and aft, ſcraping the ſhip's ſides, and other neceſſary employments. The Surgeon took the ſick people on ſhore on the 2d, expecting the land air would be of ſervice to them; but the weather was very ſultry, and the inhabitants crowded about them in ſuch numbers, that they were obliged to come on board, fatigued inſtead of being refreſhed by their jaunt. 1785. June.

One of our grand objects was now compleated, and our ſick people in ſome meaſure recovered; but we wiſhed, if poſſible, to procure a farther ſupply of hogs, vegetables, &c. and Whahoo affording but little of either, it was determined to make Attoui with all expedition, that iſland abounding with every thing we wiſhed for.

At

1786. June. At ſeven in the morning of the 5th, we weighed anchor, and ſtood for Attoui, with moderate breezes and cloudy weather. At noon the South point of Whahoo bore Eaſt South Eaſt, diſtance ſix leagues, latitude 21 deg. 15 min. North.

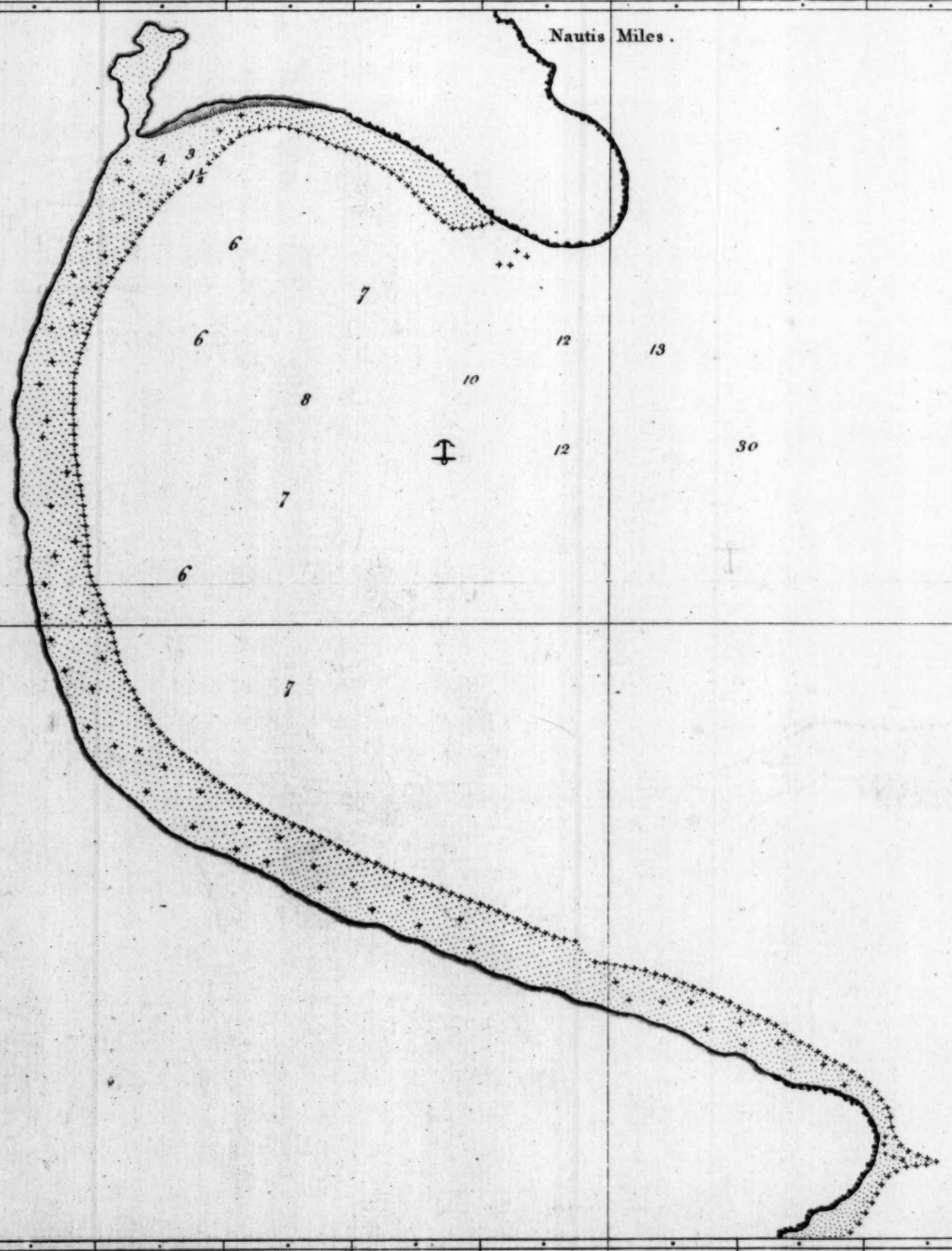
In the morning of the 6th, we ſaw Attoui; and at noon, the high point upon the South-Eaſt end bore Weſt North Weſt, at nine leagues diſtance, Whahoo ſtill in ſight.

By three o'clock in the afternoon of the 7th, we were a-breaſt of Wymoa-Bay, Attoui, the place we propoſed coming to anchor in; but the wind blowing pretty ſtrong from the South Eaſt, and the bay quite open to that quarter, Captain Portlock declined coming to here, and propoſed ſtanding for Oneehow, which at four o'clock bore Weſt North Weſt, at about five leagues diſtance. During the night, we tacked occaſionally; and at ten in the morning of the 8th, we came to anchor in Yam Bay, Oneehow, in ſeventeen fathom water, over a ſandy bottom. The North point of the bay bore North North Eaſt, and the South point South by Eaſt, at one and half mile diſtance from ſhore. This Iſland produces great quantities of excellent yams, and the inhabitants brought us a plentiful ſupply, which we purchaſed for nails, and ſuch like trifles: indeed this place produces no great plenty of any thing beſides, there being but few inhabitants here, compared with Attoui, Whahoo, &c. &c. Our ſick were taken on ſhore here, and found great benefit from the land air, as they could walk about at their eaſe, without being moleſted by the inhabitants. The principal Chief at this iſland is called Abbenooe; he ſeems a very active, intelligent perſon, and Captain Portlock making him ſome trifling preſents, was wholly attached to us; ſo that our ſick were much better accommodated on his account. We got very few

hogs

3 6 9 12

Nautis Miles.



SKETCH of a **BAY**

South Side *of* **WOAHOO**

⚓ { Lat. 21°. 16′. N.
Long 157°. 47′. W.

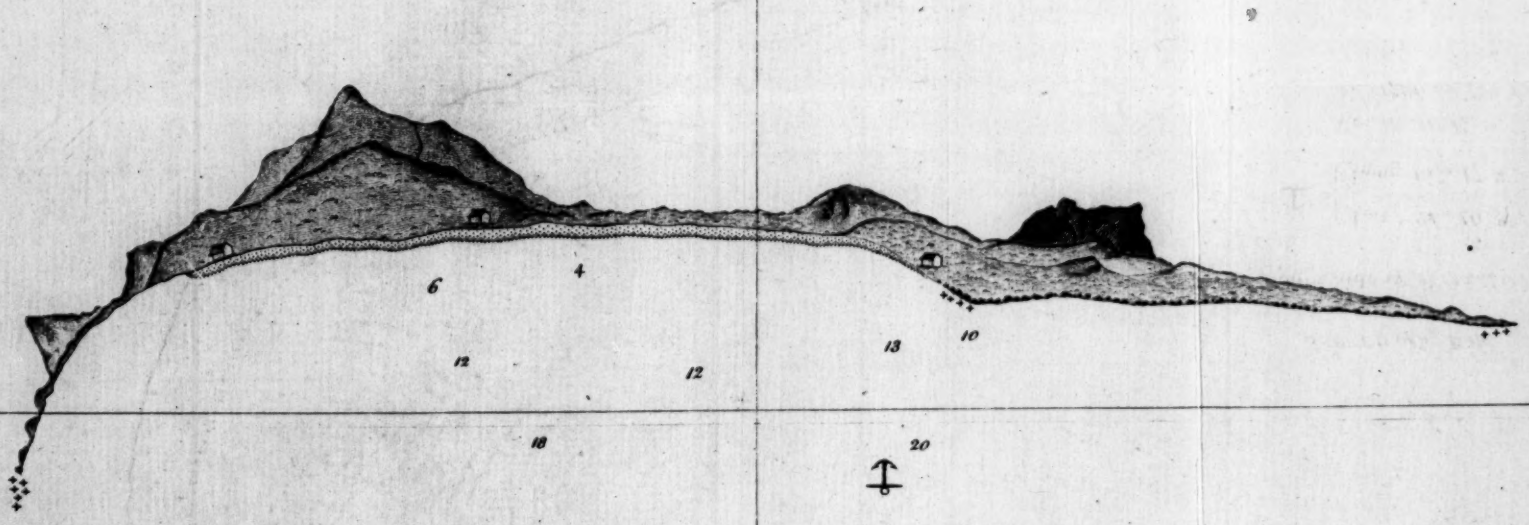
Var. 8°. 00′. E.

1786.

J. Reid fc.

3 6 9 12

Nautic Miles.



YAM BAY

ONEEHEOW

⚓ { Lat. 21°. 57′. N.
Long. 160°. 15′. W.

Var. 8°. 00′. E.

1786.

W. H.

Published as the Act directs by Capt. Dixon Oct. 24th 1788.

BRITISH MUSEUM

hogs here, and theſe were chiefly brought from Attoui: however, as our people are pretty well recovered, and every neceſſary buſineſs on board the ſhips compleated, we ſhall loſe no time in the proſecution of our voyage, but get to ſea as ſoon as poſſible. Thou mayeſt depend on a farther continuation the earlieſt opportunity, from 1786. June.

W. B.

SANDWICH ISLANDS, 12th June.

LETTER XV.

THOU mayeſt ſee by the place from which this is dated, that we at laſt are arrived at the buſy ſcene of action, and perhaps thou wilt infer, at the ſummit of our hopes, wiſhes, and expectations; but have a little patience, my good friend, and thou wilt perceive, that "all is not gold that glitters."

I informed thee at the concluſion of my laſt, that we were getting ready for ſea with all expedition, our atttention being as invariably fixed on the American Coaſt, as the needle is to the North. Having procured as many hogs as our time would permit, together with an excellent ſtock of yams, we weighed anchor on the 13th of June, at ten in the forenoon, and made ſail, ſtanding to the North-Weſt, with moderate breezes, and fine weather.

As it is probable we ſhall touch at Sandwich Iſlands, perhaps more than once during the courſe of our voyage, I ſhall defer giving thee any further account of them at preſent, as in that caſe I ſhall

1786. July. ſhall be able to deſcribe them more particularly than I now have it in my power to do.

No very material occurrence happened during the greateſt part of our paſſage from the Iſlands to Cook's River: however, as thou art fond of particulars, though ever ſo trifling, I will endeavour to oblige thee in that reſpect.

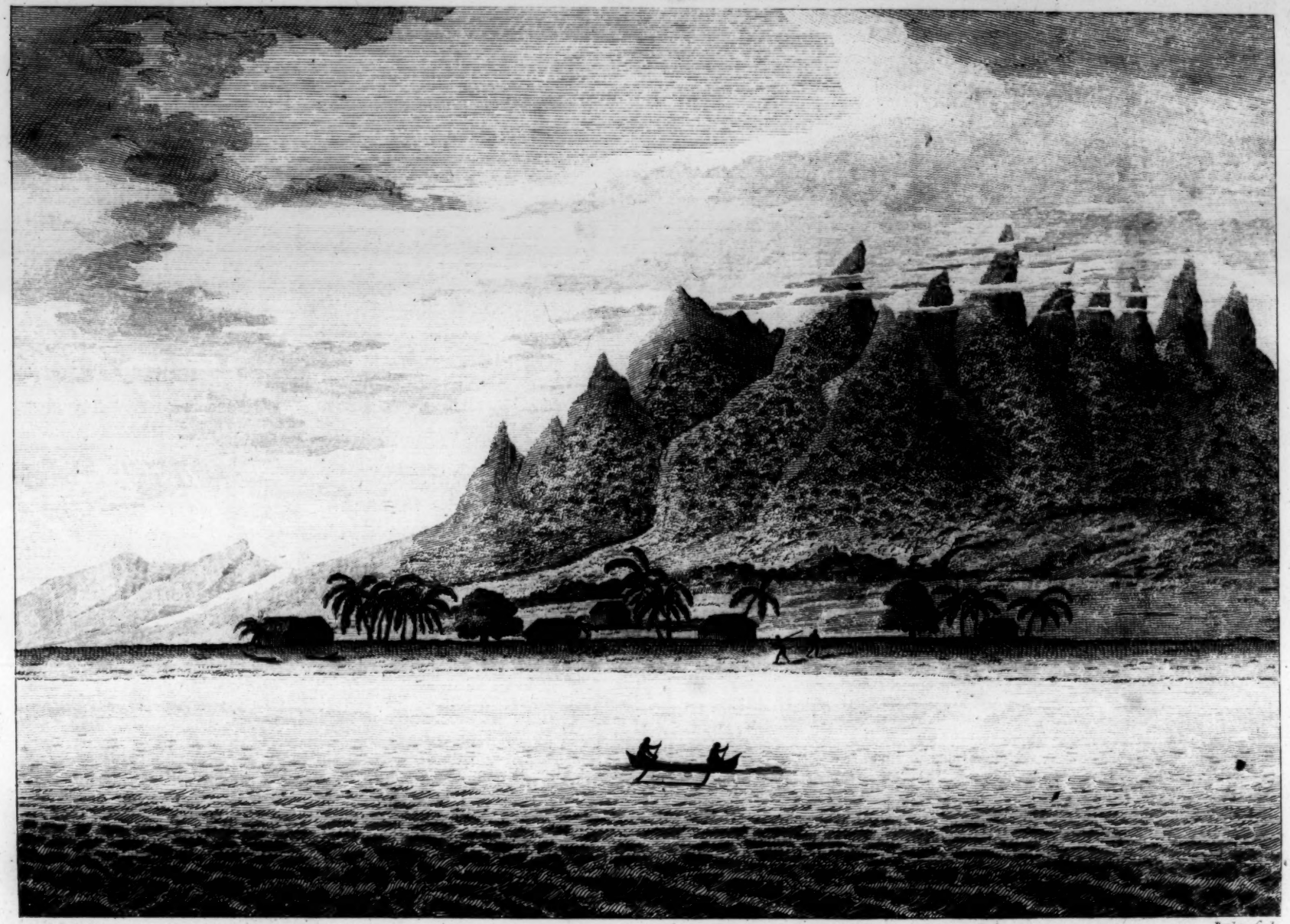
On the 15th, being well clear of the land, we changed our courſe to North and North by Eaſt, and from that to the 22d, had moderate breezes, with fine weather.

From the 23d to the 28th, frequent ſtrong breezes with rain; the wind veering from South Weſt to North Weſt, but more frequently ſince the trade winds left us, which they did about the latitude 26 deg. North.

From the 29th of June to the 1ſt of July, we had light variable winds, with thick fogs, and drizzling rain; latitude on the 30th of June 40 deg. 30 min. North, longitude 151 deg. 42 min. Weſt

On the 2d of July, the water changing its colour, and a number of ſeals being ſeen playing about us (one of which was ſtruck and got on board the King George) we ſounded with a line of 120 fathom, but got no bottom. On the 3d, we ſaw a piece of wood floating on the water, with a number of birds on it: we had frequent gales from the North Weſt, with rain. On the 4th, being in 45 deg. 2 min. North latitude, and 152 deg. 14 min. Weſt longitude, we found a ſtrong current ſetting to the South Weſt.

From the 5th to the 11th, we had variable winds from South Eaſt to South Weſt, ſometimes ſtrong breezes, with foggy weather



Barlow sculp.

A View *in the* Bay *at* Woahoo, Sandwich Islands.

Publish'd as the Act directs by Capt. Dixon Jan.y 17.th 1789.

BRITISH MUSEUM

and much rain. On the 10th, our obſervation at noon gave 49 deg. 51 min. North latitude; and 147 deg. 14 min. Weſt longitude; the weather thick and hazy. 1786. July.

We frequently ſaw large quantities of ſea-weed, called by ſailors ſea-leeks, and a ſpecies of birds much reſembling Cape pigeons. The 11th, in the evening, the moon was totally eclipſed, but the evening and night were ſo very thick and foggy, that we could not obtain the leaſt ſight of it.

By the 13th, our ſtock of yams was nearly expended, an inconvenience which we felt very heavily, as they anſwered every purpoſe, both of potatoes and bread. We frequently paſſed pieces of wood and ſea-weed, and ſaw various ſpecies of birds. Latitude at noon on the 13th, 54 deg. 55 min. North; longitude 147 deg. 18 min. Weſt.

On the 15th, the colour of the water altering very much, the King George frequently ſounded with 90 to 120 fathom line, but found no bottom. Latitude at noon, 57 deg. 4 min. North; longitude 149 deg. 50 min. Weſt.

On the 16th, we had a number of puffins, gulls, ſea-parrots, and other birds about us; ſea-leeks and pieces of wood continually paſſing us: on this we ſounded at ten o'clock in the forenoon, with 120 fathom line, but got no bottom. Our obſervation at noon gave 58 deg. 14 min. North latitude, and our longitude was 151 deg. 13 min. Weſt. At ſix in the afternoon, we ſounded with 55 fathom line, over a bottom of black rock and ſand, intermixed with a kind of black ſhells. At ſeven o'clock, being then ſtanding nearly North, we ſaw the land to our great joy, bearing North Weſt by Weſt, at about eight leagues diſtance,

1786. July. and which we judged to be near Cook's River. During the evening, we had a number of whales playing about the ſhip. I forgot to obſerve before, that our original deſtination was firſt to King George's Sound: but as we were conſiderably later in the ſeaſon than we *once* expected to be, our Captains judged it moſt prudent to make Cook's River firſt, and ſtand along the coaſt to the Southward, as the ſeaſon advanced.

The wind being right againſt us, we plied to windward during the 17th and 18th, when we found the land ſeen on the evening of the 16th, to be a group of iſlands, called by Captain Cook the Barren Iſlands, and ſituated at the entrance of Cook's River.

At four in the afternoon of the 18th, we ſaw the Iſland St. Hermogenes, bearing from South South Weſt to Weſt, at three leagues diſtance. The whales near the land were ſo numerous, that their blowing reſembled a large reef of rocks.

At eleven o'clock in the forenoon of the 19th, we made the entrance of Cook's River, leaving the Barren Iſles to the Southward and Eaſtward. Both wind and tide being now in our favour, we kept ſtanding along the Eaſtern ſhore, intending, if poſſible, to make Anchor Point before we let go our anchor; but at ſeven in the afternoon we were ſurprized with the report of a gun, which proceeded from a bay nearly a-breaſt of us, at about four miles diſtance. Captain Portlock immediately fired a gun, by way of anſwering this ſignal, and there being every appearance of a good harbour, he determined to ſtand in, and come to anchor, in order that we might know what nation had got the ſtart of us.

Various were our conjectures on this head; ſome thinking they might poſſibly be our own countrymen; others, that they were French,

French; and indeed this latter conjecture had a good deal of weight with us, as we had heard of two French ſhips fitting out for this coaſt, at the time we left England. However, all our ſurmiſes were ſoon changed into certainty, for as we were ſtanding into the bay with a light breeze, a boat came from the ſhore to the King George, and the people proved to be Ruſſians. 1786. July.

At eight o'clock, being well into the bay, we came to anchor in thirty-five fathom water, Point Bede bearing Eaſt North Eaſt, at three miles diſtance; and Mount St. Auguſtine South Weſt by Weſt.

Soon after our anchor was gone, four or five canoes, with a ſingle perſon in each, came along-ſide us. We were ſo elated with this promiſing appearance, that an aſſortment of our various articles of trade was immediately got to hand, and abundance of furs were already on board, *in our imagination:* but theſe pleaſing ideas ſoon vaniſhed, for we ſoon found that theſe people belonged to the Ruſſians.

Though our expectations of finding inhabitants here were diſappointed, yet as the place was found very convenient for procuring a ſupply of wood and water, every neceſſary preparation was made for that purpoſe, and parties ſent on ſhore in the morning of the 20th, to cut wood and fill water: in the mean time, our Captains went in the King George's whale-boat to the Ruſſian Factory, in order to pick up what intelligence they could, reſpecting their buſineſs on this coaſt.

It ſeems the Ruſſians had no fixed ſettlement here, and, in ſhort, no other reſidence than a mere temporary one, which they had

1786. July. made by hauling their boats on ſhore, and laying them on their beam-ends, with ſkins drawn fore and aft, to ſhelter them from the inclemency of the weather. All that could be learnt from them was, that they came in a ſloop from Onalaſka, and that the people we had ſeen in the canoes were Codiac Indians, which they had brought with them, the better to facilitate their traffic with the inhabitants of Cook's River, and the adjacent country; but notwithſtanding this, they had frequently quarrelled and fought with the natives, and were at preſent on ſuch bad terms with them, that they never went to ſleep without their arms ready loaded by their ſide. However, the accounts we got ſeldom agreed, and gave us but an indifferent idea of their proceedings, though this might ariſe, in a great meaſure, from our having but a very imperfect knowledge of the Ruſſian language: thus much we were pretty certain of, that they had met with very few, if any ſkins, though they had got nankeens, and Perſian ſilks to traffic with.

The watering place here is ſo very convenient, that we compleated our water in one day, viz. the 21ſt: from that to the 26th, the people were employed in cutting wood, and recreating themſelves on ſhore.

On the 24th, our Captains went to ſurvey the bay, and landing on the South-Eaſt point they found a vein of coals, ſome of which were brought on board: the bay from this circumſtance obtained the name of Coal Harbour.

Our people frequently tried to catch fiſh with a hook and line, but to no purpoſe: however, Captain Portlock having a ſeine on board, it was frequently hauled with ſucceſs, and large quantities of fine ſalmon caught, which were generally divided between the ſhips.

The

The country here is very mountainous: the hills ſloping down neareſt the ſhore, are totally covered with pines, intermixed with birch, alder, and various other trees and ſhrubs, whilſt the more diſtant mountains, whoſe lofty ſummits outreach the clouds, are totally covered with ſnow, and have the appearance of everlaſting Winter. But I ſhall not at preſent attempt any further deſcription of a country, which as yet I am ſo little acquainted with: let it ſuffice for thee at preſent to know, that though this is the latter end of July, the weather is in general cold, damp, and diſagreeable, with frequent ſhowers of ſnow or ſleet; and the ſurrounding proſpect barren, dreary, and uncomfortable. So much at preſent for the *promiſed land*. Thine ever,

1786. July.

W. B.

Cook's River, 25th July.

LETTER XVI.

HAVING compleated our water, and got on board a ſufficient quantity of wood for preſent uſe, we weighed anchor early in the morning of the 26th, and ſtood out for the main river, as our Captains knew we ſhould find inhabitants farther to the Northward; and there was not the leaſt doubt of meeting with furs wherever we could find people. The tide in the river is very rapid, running at leaſt four knots per hour; ſo that there was a neceſſity of coming to anchor every tide, unleſs aſſiſted by a freſh favourable breeze: this, however, was looked upon by us as a matter of little conſequence, as we expected ſuch plenty of traffic up the river, that our frequent anchoring would be abſolutely neceſſary; but in this we were diſappointed.

During

1786. July. During the 26th and 27th, we kept ſtanding up the river with variable winds, and moderate weather: no inhabitants came near us, nor any particular occurrence happened. At noon on the 27th, the Burning Mountain bore South-Weſt by Weſt. A conſiderable ſmoke iſſued from its ſummit, which is very lofty, but we ſaw no fiery eruption; nor did I find, on enquiry of Captain Dixon, that they ever ſaw any greater appearance of a volcano from this mountain, during their cruize up this river, their laſt Voyage, at which time it was diſcovered.

At three o'clock in the afternoon of the 28th, we came to anchor in eleven fathom water, over a ſandy bottom, the adjacent coaſt to the Weſtward about three miles diſtance, tolerably level, and likely, in the opinion of our Captains, to produce Furs. In the evening, a ſingle canoe, with one man in her, came along-ſide us, but brought nothing, except a little dried ſalmon, which we bought for a few beads, with which he ſeemed perfectly ſatisfied. 'Tis moſt probable this man came purpoſely to reconnoitre us, and learn our intentions; for when he underſtood that we came to trade peaceably, and was ſhewn various articles we had to traffic with, he was very well pleaſed, and gave us to underſtand that the people (pointing to the ſhore) would bring us plenty of ſkins by the next day's ſun. Early in the morning of the 29th, we had ſeveral canoes along-ſide us; ſome ſo ſmall, that they hold only one or two men, and others with from ten to fourteen people in them: they brought us ſkins of various ſorts, ſuch as land and ſea otters, bears, racoons, marmotts, &c. &c. for which they took toes and blue beads, but the toes are held in the greateſt eſtimation, a middling ſized toe fetching the beſt otter ſkin they had got. During the greateſt part of the day, we traded with pretty good ſucceſs, the inhabitants behaving in a quiet, orderly manner, and we

A View of the VOLCANO, COOK's RIVER, taken from Coal Harbour.



J. Hogan, delin.

Barlow sculp.

A View. *of the* VOLCANO, COOK'S RIVER; *taken from* Coal Harbour.

BRITISH MUSEUM

we kept up this friendly intercourſe by every method in our power, being perfectly convinced, that a kind and mild treatment was the ſureſt means of procuring what we wanted from theſe ſavages. 1786. July.

Towards evening, the wind blowing freſh, no canoes ventured to come near us; but the weather proving moderate on the 30th, a number of ſmall canoes, and two large ones, came along-ſide, from whom we purchaſed every thing they had worth picking up.

By our obſervation to-day at noon, the place where we now lay is in 60 deg. 48 min. North latitude; and 152 deg. 11 min. Weſt longitude. From this to the 3d of Auguſt, the weather was moderate and fine: our friends kept bringing us ſkins of various kinds, but gave us to underſtand, that their own were all ſold, and that they were obliged to trade with tribes in diſtant parts of the country, in order to ſupply us. They alſo brought us great plenty of excellent freſh ſalmon, which we bought very cheap, giving a ſingle bead for a large fiſh; indeed they were ſo plentiful, that at any time if we refuſed to purchaſe, they would throw the fiſh on board, ſooner than be at the pains to take them back. The ſalmon come into the river in innumerable ſhoals, at this ſeaſon of the year, and are caught by the natives in wears, with the greateſt eaſe; they are ſmoked and dried in their huts, and make a very conſiderable part of their food during the Winter. What a freſh inſtance this of the goodneſs of Divine Providence towards his creatures! How bountifully he hath provided for theſe poor wretches, in this barren and inhoſpitable part of the world! Surely, after this no one can aſk with the diſcontented Iſraelites, "Can God ſpread a table in the wilderneſs."

On

1786. Auguſt. On the 4th of Auguſt, we had a ſtrong breeze from the South South Eaſt, which prevented any canoes coming near us; but the weather, on the 5th, being pretty moderate, ſeveral canoes came along-ſide, but the people had very few ſkins, and they gave us to underſtand, that the country was pretty well drained. We were moored with both bowers, but this morning we took up the beſt, in order to be ready for ſea, when Captain Portlock ſhould make the ſignal.

In the morning of the 6th, we had ſtrong breezes from the South South Weſt, with rain, which continued till noon on the 7th, when the weather turned moderate. In the afternoon, Captain Portlock came on board us, and propoſed weighing anchor at four o'clock the next morning. Accordingly, we weighed, and were making ſail, when Captain Portlock ſent his Third Mate on board us, with a meſſage, intimating, that as the weather promiſed very unfavourably, we had much better ſtay where we lay, than run the riſque of getting a bad ſituation in a gale of wind; accordingly, we again let go our anchor, and ſoon found his ſuggeſtion a good one, for in the evening there came on a very heavy gale of wind, which continued the greateſt part of the night. We again moored ſhip, with the beſt bower; but in the morning of the 9th, the weather growing moderate, we hove it up again, in order to be ready for ſailing with the firſt fair wind. For ſeveral days paſt, but few canoes had been near us, and theſe brought us nothing but old tattered pieces, the remnants of dirty ſkins which they had wore to defend themſelves from the inclemency of the weather: indeed for ſome time paſt, what good ſkins they brought were cut into ſtrips, probably with a view to obtain better prices; but this practice we diſcountenanced as much as poſſible.

Before

1786. August.

Before I proceed farther, let me endeavour to give thee ſome idea of the country near the place we now lay; and ſurely a proſpect more dreary and uncomfortable can ſcarcely be conceived, than that which preſented itſelf to our view to the North Weſt. The land, indeed, cloſe by the ſea-ſide, is tolerably level, affords a few pines, which, together with ſhrubs and underwoods, intermixed with long graſs, make the landſcape not altogether diſagreeable; but the adjacent mountains, whoſe rugged tops far outreach the clouds, abſolutely beggar all deſcription: covered with eternal ſnow, except where the fierce North wind blows it from their craggy ſummits, they entirely chill the blood of the beholder, and their prodigious extent and ſtupendous precipices, render them equally inacceſſible to man or beaſt. I had forgot, that in my laſt I promiſed to attempt no more deſcriptions of the country at preſent, but the proſpect juſt mentioned had ſomething in it ſo awfully dreadful, that I could not avoid ſaying a few words reſpecting it, and I know thou wilt readily forgive any little inadvertencies of this ſort, as my only wiſh is, to amuſe and entertain---I wiſh I could add, and inſtruct thee. Thou mayeſt expect a continuation very ſoon. Adieu. Thine, &c.

W. B.

Cook's River, 10th Auguſt.

1786.
Auguſt.

LETTER XVII.

I OBSERVED in my laſt, that we held ourſelves in readineſs to ſail with the firſt fair wind; and at five o'clock in the morning of the 10th of Auguſt, we weighed and made ſail with moderate breezes and fine weather. At eight o'clock, finding the tide ſet us ſtrongly in for the land, and very near a long ridge of ſand to the Southward, we let go an anchor in ten fathom water, over a ſtony bottom; an iſland to the Southward, at little more than a mile's diſtance. At five in the afternoon, we weighed and made ſail, but the breeze not enabling us to ſtem the tide, at nine we were obliged to come to an anchor in twelve fathom water, over a rocky bottom; the North-Weſt end of the ſmall iſland to the Southward, bearing Weſt North Weſt; diſtance off ſhore to the Northward five miles; the weather moderate and fine.

At five in the morning of the 11th, we weighed anchor, and kept ſtanding down the river. At eight o'clock we perceived two Ruſſian boats, with eighteen men in each, ſteering for the iſland to the Southward. They, no doubt, were the ſame people we ſaw in coming up the river. It ſeems to be their plan to ſubjugate the poor Indians, and afterwards to exact what ſkins they can, by way of tribute; but the people are diſperſed in ſo many different parts, that this ſcheme can ſurely never anſwer their purpoſe. At eleven o'clock we came to in nineteen fathom water, Anchor Point bearing South by Eaſt, diſtance from ſhore four miles. Our obſervation at noon gave 60 deg. 9 min. North latitude.

tude. Having but light breezes, we were obliged to wait for the tide in ſtanding down the river. 1786. Auguſt.

At noon on the 12th, Cape Bede bore Eaſt South Eaſt, and Coal Harbour Eaſt by South. At two o'clock we came to in thirty-nine fathom water, the Barren Iſlands bearing South South Eaſt; the Burning Mountain Weſt North Weſt; Mount St. Auguſtine South Weſt; and Coal Harbour Eaſt. Our obſervation gave 59 deg. 28 min. North latitude, and 151 deg. Weſt longitude. The weather was moderate and fine, and we had great reaſon to hope that the next tide, with a tolerable breeze, would carry us clear of the river.

In regard to the extent of this river, I cannot ſpeak with any degree of certainty; but we know that it reaches conſiderably farther to the Northward than where we lay at anchor. With reſpect to its breadth, it is ſeldom more than twenty miles over.

The inhabitants ſeem not to have fixed on any particular ſpot for their reſidence, but are ſcattered about here and there, as beſt ſuits their convenience or inclination. 'Tis moſt probable they are divided into clans or tribes, as in every large canoe we ſaw, there was at leaſt one perſon of ſuperior authority to the reſt, who not only directed their traffic, but kept them in a proper degree of ſubordination. In their manners they ſeem harmleſs and inoffenſive; but this might probably be occaſioned by the different treatment they met with from us, to what the Ruſſians had uſed them to. The weapons we ſaw are bows and arrows, and ſpears; theſe are very uſeful in hunting, as well as fighting; the fleſh of the various beaſts they kill ſerving them for food, as their ſkins do for cloath-

1786. August. cloathing. One would reaſonably ſuppoſe, that the ſkins of large beaſts, as bears, wolves, &c. would be held in the greateſt eſtimation as cloaths by theſe people: this, however, is not the caſe, the greater part wearing cloaks made of marmot-ſkins, very neatly ſewed together, one cloak containing perhaps more than one hundred ſkins: it is moſt likely that their women's time is principally taken up in employments like theſe. Beſides the ſea-otter, here are bears, wolves, foxes, racoons, marmots, or field mice, muſquaſh, ermine, &c. &c. but the marmot and fox ſeem to be in the greateſt plenty. The trade theſe people are fondeſt of for their ſkins, is toes, and light blue beads, ſcarcely any other ſort (though we had a very great variety) being taken the leaſt notice of.

In their perſons, theſe people are of a middle ſize, and well proportioned; their features appear regular, but their faces are ſo bedaubed with dirt and filth, that it is impoſſible to ſay what ſort of complexion they have. That perſon ſeems to be reckoned the greateſt beau amongſt them, whoſe face is one entire piece of ſmut and greaſe, and his hair well daubed with the ſame compoſition. Their noſe and ears are ornamented with beads, or teeth, if they cannot procure any thing elſe: they have likewiſe a long ſlit cut in the under lip, parallel with the mouth, which is ornamented much in the ſame manner with the noſe and ears; but this I could obſerve was always in proportion to the perſon's wealth. We ſaw only one woman, and the people with her behaved with great civility, and attended her with great reſpect: her face, contrary to the general cuſtom, was tolerably clean, and her complexion and features far from diſagreeable: indeed I have often ſeen much worſe-looking women in England. Their ſmall canoes are ſo conſtructed, as to hold but one, or at moſt two perſons; and both theſe and the large ones are covered with ſkins. It poſſibly may

be in my power, before the concluſion of our Voyage, to give thee a farther account of theſe people; if ſo, thou mayeſt depend on it: in the mean time, let me proceed with our tranſactions. 1786. Auguſt.

I have obſerved, that the afternoon of the 12th was fine, and the weather continuing favourable, we weighed anchor at four o'clock in the morning of the 13th of Auguſt, having a fine leading breeze and clear weather. We ſtood down the river to the Eaſt North Eaſt, leaving the Barren Iſlands to the Southward.

Before noon we were clear of Cook's River, and our deſtination being for Prince William's Sound, we ſtood to the North Eaſt, at about two leagues diſtance from the ſhore. At noon, the Northermoſt part of the Continent bore North Eaſt by North and Sugar Loaf Iſland (one of the Barren Iſlands) South Weſt. Towards the evening our breeze died away, and during the night, we had light baffling winds.

During the former part of the 14th, we kept ſtanding along the ſhore, latitude at noon 59 deg. 6 min. North. In the afternoon, the weather grew cloudy and hazy. At four o'clock we tacked, and ſtood to the North Weſt, but being uncertain how we were ſituated in regard to the paſſage into Prince William's Sound, at eight we again tacked, and ſtood off ſhore till twelve o'clock.

On the 15th we had light airs, with hazy weather. We had loſt ſight of the land, but at two o'clock we again ſaw it, bearing from North North Weſt to Weſt North Weſt. On ſounding we found bottom with 103 fathom line, mud and clay.

Light

1786. August. Light airs and hazy on the 16th. We ſtill kept ſtanding along the ſhore, at about two leagues diſtance; the land bearing from Weſt South Weſt to North. On the 17th, we ſtill had light baffling winds, and cloudy weather. Having had no meridian altitude ſince the 14th, we could not be exactly certain as to our ſituation, but concluded the land which we now ſaw to the North Eaſt to be Montague Iſland. It being nearly calm, and our ſoundings greatly leſſened, we came to anchor at three o'clock, in forty-three fathom water, over a ſandy bottom; diſtance from ſhore about three miles. I ſhould obſerve, that for ſome days paſt our ſoundings had varied from one hundred and twenty to twenty-eight fathom water, generally over a muddy bottom. An iſland to the Northward bore from North Eaſt by Eaſt to North North Eaſt. Another point of land due North, at ſix miles diſtance. Whilſt we lay at anchor, many of our people got out their fiſhing-lines, thinking we lay on a cod-bank; they caught ſome ſculpins, and a few halibut, but were diſappointed in their expectations of catching cod.

The weather continued thick and foggy, but at ſix o'clock in the afternoon of the 18th, a breeze ſpringing up from the South Weſt by Weſt, we weighed anchor, and ſtood in for the ſhore. At ten o'clock, we ſounded with forty-five fathom line, over a bottom of ſand mixed with ſhells; at twelve, we had no bottom with eighty fathom line.

The early part of the morning of the 19th was ſo foggy, that we loſt ſight of land, but at eight o'clock we ſaw land bearing North Eaſt by North. We kept plying to windward, in order to make, if poſſible, the South Weſt paſſage into Prince William's Sound, which, at four in the afternoon, bore North Eaſt by North; the

Eaſtermoſt point of land in ſight Eaſt by North; Foot Iſland, from North by Eaſt, to Weſt North Weſt; Leg Iſland, Weſt, to North Weſt by North; the Continent South Weſt. The wind blew freſh from the North Eaſt, and a heavy ſwell ſetting to the Weſtward, we gained little or nothing. At eight o'clock in the evening, the South Weſt Point of Montague Iſland bore Eaſt North Eaſt, at four miles diſtance. The wind being variable during the night, we tacked occaſionally. At ten o'clock we had ſoundings in forty fathom water, over a ſandy bottom. 1786. Auguſt.

At eight in the morning of the 20th, the land in ſight bore from North North Eaſt to North half Weſt; we had no bottom with a line of fifty fathom. Still we kept plying to windward, but with no better ſucceſs than on the preceding days, owing to freſh North Eaſterly winds, and a current ſetting to the Weſtward.

The former part of the 21ſt was hazy, with rain. At four in the afternoon, we had great hopes of making a bay near the wiſhed-for entrance, being in ſeventeen fathom water, and within a mile and half of the land; but we found a ſtrong current ſet us bodily to leeward, in addition to the ſwell from the Eaſtward. In the evening, and during the night, we had ſtrong North Eaſterly breezes, with much rain; and the former part of the 22d was thick and rainy, but the wind more moderate. We had a tolerable obſervation at noon, which gave 59 deg. 15 min. North latitude, being the only one we could get for ten days paſt.

During the afternoon, and the whole of the 23d, the weather was thick and hazy, with freſh variable breezes, though chiefly from the North Eaſt, and no land in ſight.

At

1786. Auguſt. At four o'clock in the morning of the 24th, the wind veered to the South Eaſt, on which we ſtood right in for the land, which we ſaw at three in the afternoon, bearing from North by Eaſt to Weſt by North, at ten miles diſtance. We had ſoundings in ſeventy fathom water, over a muddy bottom. At eight in the evening, the wind changed to the North Eaſt again, and we ſtood off the land during the night, it being very uncertain how the currents ſet. I ſhall reſume the ſubject very ſhortly. Thine, &c.

W. B.

Off Montague Island, 27th Auguſt.

LETTER XVIII.

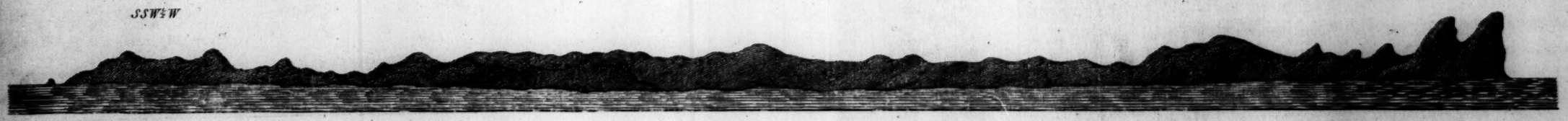
DURING the 25th and 26th of Auguſt, we had light winds, and hazy weather. At ſeven in the evening of the 26th, the wind ſhifted to the Southward, and we were in great hopes of getting in with the land next day. Towards ten o'clock it came on to blow very freſh, ſo that we hove to till three in the morning of the 27th, when we made ſail, and ſtood to the Northward. At noon we ſaw the land, bearing due North. Our obſervation gave 59 deg. North latitude, being the only good one we had been able to make for the paſt fortnight. Longitude 145 deg. 44 min. Weſt. Finding ourſelves much too far to the Eaſtward, to have any hopes of getting into Prince William's Sound by the South Weſt paſſage, our Captains determined to try for the entrance by Cape Hinchinbrooke, having a favourable breeze and moderate weather.

I ſhould

C.S^t. Hermogenies *dis.^t 7 or 8 leagues*

W S W

S S W½ W



Staten Land, *when the* Body *of the* Iland *is dis.^t 8 leagues .*

W b N½ N.

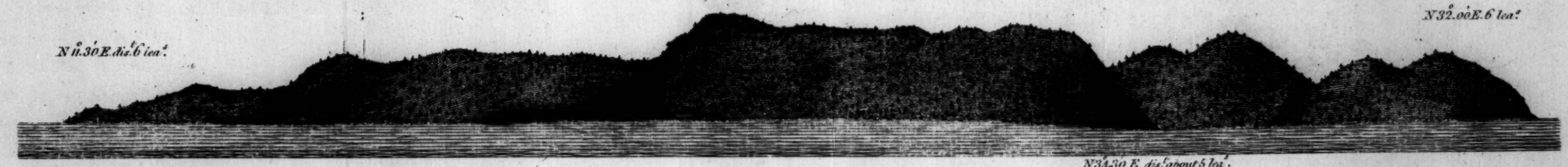
S W b W



Montague Iland

N 32°. 00' E. 6 lea^s.

N 11°. 30' E. dis.^t 6 lea^s.



N 34°. 30' E. dis.^t about 5 lea^s.

Published as the Act directs, by Capt Dixon, Novr 6th 1788.

Harrison sculp.^r

BRITISH MUSEUM

I ſhould have obſerved, that there are two paſſages into the Sound; the one, (which we have in vain attempted for ſome time paſt) to the Weſtward, and the other to the Eaſtward of Montague Iſland. At five in the afternoon we ſaw ſome low, flat land, bearing North Eaſt, which we took for Kayes Iſland. At eight o'clock the land a-head bore North by Weſt, at ten miles diſtance. The wind blowing freſh, we tacked, and ſtood off ſhore during the night, not judging it prudent to ſtand in for the land. 1786. September.

In the morning of the 28th, the land bore Weſt, at twelve or fourteen miles diſtance; and by noon, we had entirely loſt ſight of it. The weather was ſqually, with rain, and a freſh North Eaſterly breeze. All hopes of making Prince William's Sound this ſeaſon were now given up, and it was determined by our Captains to ſteer for Croſs Sound, that being the next known harbour to the Southward, where any ſkins were likely to be procured.

From the 29th of Auguſt to the 3d of September, we had freſh North Eaſterly breezes, with ſqually weather. On the 4th, the weather grew moderate, and tolerably pleaſant, with light variable winds, which continued much the ſame till the 7th, when we had a briſk gale from the North Eaſt, but towards evening, it turned nearly calm. On the 8th, a freſh breeze ſprung up from the South South Weſt. Our obſervation at noon gave 58 deg. North latitude; and our longitude was 137 deg. 38 min. Weſt. This being pretty near the ſituation of Croſs Sound, as laid down by Captain Cook, we ſteered North Eaſt by Eaſt, and our Southerly breeze continuing, we ſaw land right a-head at eleven o'clock in the forenoon of the 9th, and at two o'clock it bore from North Weſt to Eaſt by South, at ſix miles diſtance.

1786. September. Having been at ſea a month, when we expected only a cruize of two or three days, thou mayeſt imagine we were greatly elated with the proſpect of ſpeedily coming to anchor, and beginning to traffic; but all our expectations on this head ſoon vaniſhed, for on ſtanding in for the ſhore till four o'clock, and at leſs than three miles diſtance, we could not ſee any appearance of the ſound mentioned by Captain Cook. The coaſt, indeed, formed a kind of bay, but afforded no place, in this ſituation, where a veſſel could anchor, with any degree of ſafety. We ſounded with a line of 110 fathom, but found no bottom, neither was the colour of the water in the leaſt changed; ſo that there is reaſon to expect deep water quite cloſe to the ſhore.

Being diſappointed in our expectations of falling in with Croſs Sound, it was judged a needleſs waſte of time to look for it in any other ſituation, eſpecially as Captain Cook never came to anchor there, but only ſaw it at a conſiderable diſtance; and we knew by experience, how deceitful the appearances of land are on this coaſt, occaſioned by a conſtant haze, which perpetually changes its poſition, and renders it next to impoſſible to aſcertain land at a diſtance, with any degree of certainty.

The *Bay of Iſlands* was the next eligible harbour for us to make; this lay about thirty miles to the Southward and Eaſtward. A favourable breeze ſpringing up towards the evening, we ſtood under an eaſy ſail during the night, with every proſpect of making this harbour ſoon; but in the morning of the 10th, a very heavy gale of wind came on from the Southward, which continued till evening, when we had a flat calm for a few hours.

At

At two o'clock in the morning of the 11th, the gale came on heavier than before, with much rain, and continued without intermiſſion till the 13th, at noon, when the weather grew moderate, and tolerably clear. During the gale, we had wore occaſionally, to prevent our getting on a lee-ſhore, and when it ſubſided, we found ourſelves more than ten leagues from Cape Edgecombe, (the neareſt point of land to the Bay of Iſlands) our obſervation at noon giving 56 deg. 50 min. North latitude. However, it was determined to make this harbour if poſſible, our ſails and rigging being pretty much damaged during the ſtorm. 1786. September.

Accordingly, we ſteered Eaſt North Eaſt, with a moderate breeze from the Southward; and at ſix o'clock in the morning of the 14th, we ſaw land, bearing from Eaſt by North to North Weſt, at fourteen miles diſtance. At noon, Cape Edgecombe bore South 60 deg. Eaſt, at ten miles diſtance. Our obſervation gave 57 deg. 6 min. North latitude. We kept ſteering to the Weſtward, in expectation of finding the Bay of Iſlands till five in the afternoon, but could not fall in with any ſuch place to the Weſtward of the Cape. That part of the coaſt which we examined forms a kind of ſhallow bay, but affords not the leaſt ſhelter for any veſſel to lay at anchor, neither could we perceive the leaſt ſign of inhabitants. We had indeed heard, that the Spaniards anchored very near this place, in 1775, but this account we were afraid was not abſolutely to be depended on. At ſix o'clock we hauled our wind to the Southward, intending to examine the South Eaſt ſide of the Cape; but at midnight a very heavy gale of wind ſprung up from the South Eaſt, which continued during the whole of the 15th, with heavy and continued rain; this made us glad to keep off the land as much as poſſible, ſo that in the forenoon of the 16th, we were more than twenty leagues to the Southward of Cape Edgecombe.

1786. September. combe. The wind grew more moderate, but variable, and frequently ſqually, with rain. The weather was thick, and ſo hazy, that we could not ſee a mile a-head. The ſeaſon ſlipping away very faſt, all hopes of making the Bay of Iſlands were given up, and it was determined to ſteer for King George's Sound, keeping in, however, with the coaſt, that no opportunity of accidentally meeting with a harbour might be loſt.

The weather on the 17th grew moderate, and a fine Weſterly breeze came on early in the morning: our latitude at noon was 55 deg. 15 min. North; and our longitude 136 deg. 14 min. Weſt. We ſtill had a fine North Weſterly breeze, and at one o'clock on the 18th, being then ſteering due Eaſt, we ſaw land right a-head, on which we ſtood directly for it. Our latitude at noon was 53 deg. 46 min. North, and our longitude 134 deg. 22 min. Weſt. At ſix o'clock we were well in with the land; but finding no harbour, nor the leaſt ſign of any inhabitants, we bore up, and ſtood to the Southward. The land we ſaw was high, and bore North 65 deg. Eaſt, at four miles diſtance. The evening was fine, clear, and ſerene. We ſaw a ſpecies of bird quite different from any we had hitherto ſeen: his make was long and ſlender, yet his flight was very heavy. The tips of his wings and tail were white, and his wings were finely variegated. He was nearly the ſize of a ſmall gull. We likewiſe ſaw wild-geeſe of various ſpecies, in great numbers.

The freſh Northerly breeze continued during the 19th; the land in ſight at ſix in the morning bore from North Weſt to North Eaſt; diſtance off ſhore about nine leagues. Our obſervation at noon gave 51 deg. 56 min. North; and our longitude 133 deg. Weſt.

1786. September.

The weather during the 20th and 21ſt was moderate, and we kept ſtanding to the Eaſtward; the coaſt in ſight at eight or nine leagues diſtance. On the 21ſt, at noon, being in 50 deg. 40 min. North latitude, we ſaw an iſland, bearing North 53 deg. Eaſt. In the afternoon we had a large ſhark along-ſide. I mention this as it is a fiſh rarely ſeen in ſuch Northerly latitudes. At ſix o'clock the Iſland, or rather Iſlands we had ſeen at noon, bore from North 22 deg. Eaſt to North 43 deg. Eaſt, at three leagues diſtance.

During the 22d we ſtood to the Eaſtward, for King George's Sound, with a freſh breeze from the North Weſt. At one o'clock Woody Point bore North Weſt by Weſt, at two miles diſtance. At ſome diſtance to the Weſtward of the Point is a rock, which obtained the name of Split-Rock, and appears joined by a low reef to the coaſt. The Eaſtermoſt point of land bore North North Eaſt, and from that to Woody Point, the coaſt forms a kind of bay, covered with pines, ſome of which have a very beautiful appearance, the land next the ſea being pretty low, and tolerably level. The day being thick and hazy, we were not able to get any obſervation to determine our latitude, and it being impoſſible for us to make the ſound by day-light, Captain Dixon judged it moſt prudent to ſtand off the ſhore during the night, as it abounds with rocks and breakers. Captain Portlock, however, hoiſted out his boat, and ſent his Third Mate round the Eaſtermoſt point of land, to look for an anchoring birth, but he not ſucceeding, we hauled to the South Weſt, and ſtood off ſhore till the morning of the 23d. At ſun-ſet, the neareſt point of land was about ſix miles diſtant. We ſounded in forty-five fathom water, over a hard rocky bottom.

This harbour being our dernier reſource for this ſeaſon, thou mayeſt imagine we are extremely anxious to make it: what ſucceſs

1786. September. ceſs we may meet with, will be the ſubject of my next. Adieu. Thine ever,

W. B.

Off King George's Sound. 24th September.

LETTER XIX.

AT the concluſion of my laſt, we were flattered with hopes of ſpeedily making our long wiſhed for port: theſe hopes, I am ſincerely ſorry to tell thee, are now all over, for this year at leaſt: however, anticipation apart---let me proceed to give thee a regular account of our ill fortune.

I obſerved before, that we were within ſix miles of the land in the evening of the 22d, and that we hauled to the Southward during the night. At ſix in the morning of the 23d, we made ſail, and ſtood nearly North Eaſt, with a freſh breeze from the North Weſt. At eight o'clock Split-Rock bore North 40 deg. Weſt, at ſix leagues diſtance. Our obſervation at noon gave 49 deg. 50 min. North latitude, and our longitude was 127 deg. 52 min. Weſt; ſo that we were near twenty miles to the Northward, and fifty miles to the Weſtward of our harbour. The Bluff Head to the Weſtward bore North 69 deg. Weſt, and the Eaſtermoſt land South 60 deg. Eaſt, at ſix miles diſtance. During the afternoon, the breeze grew lighter, and towards five o'clock it was nearly calm, ſo that it was impoſſible to make the ſound, on which

which we hauled our wind to the Southward. Our obſervation at noon had, however, enabled us to determine the entrance into the harbour to a certainty. At ſix o'clock, the point of the ſound bore North 60 deg. Eaſt; diſtance ſixteen or ſeventeen miles. At eight we ſounded with a line of fifty-ſeven fathom, over a muddy bottom. During the night, we had light, variable winds, and ſometimes ſqually, with rain. 1786. September.

In the morning of the 24th, we again ſtood for the land, ſteering North Eaſt by Eaſt, with a moderate breeze from South Eaſt by Eaſt, but we ſoon had light, baffling, variable winds, and frequently calm; ſo that we could not poſſibly make the harbour. Our obſervation at noon gave 49 deg. 28 min. North latitude. The point of land at the entrance of the ſound bore North Eaſt, at four leagues diſtance, and Point Breakers Eaſt 6 deg. South; diſtance ſix miles. At two o'clock we ſounded, with a line of 65 fathom, over a rocky bottom. At four o'clock the harbour bore North 55 deg. Eaſt; diſtance four leagues; and at ſix, the extremes of the land bore from Eaſt 9 deg. South to North, 25 deg. Weſt. Nootka Point, North Eaſt by North; diſtance ten miles. We had ſoundings with a line of fifty-five fathoms, over a muddy bottom.

During the forenoon of the 25th, we had light variable airs, with frequent ſhowers of rain. At noon, though we were not more than ten miles diſtant from the entrance into the ſound, yet frequent calms, with light baffling winds in every direction, together with a heavy rolling ſwell ſetting in right on the land, rendered it impracticable for us to ſtand in for the ſhore; ſo that at five o'clock we wore, and ſtood to the Southward. At ſix o'clock the extremes of the land bore from Eaſt by South to Weſt North Weſt, diſtant about eight miles. In the evening, the wind blew

1786. September. freſh at South Eaſt; and by ten at night, increaſed to a violent gale, attended with very heavy rain

About three in the morning of the 26th, a moſt tempeſtuous ſtorm of thunder and lightning came on, the rain ſtill continuing. The claps of thunder were aſtoniſhingly loud, and the lightning ſo very fierce, that it blinded the people on deck for a conſiderable time, and every flaſh left a ſtrong ſulphurous ſtench behind.

I was upon deck during the greateſt part of the ſtorm; and I muſt own to thee, that the awful and tremendous appearance of the elements (if I may be allowed the expreſſion) affected me greatly. How often have I thought, that nothing in nature could equal the thunder ſtorm ſo beautifully deſcribed by Thomſon, in his Seaſons: but here, every awful ſituation in Thomſon's picture was brought on the canvaſs in the moſt conſpicuous point of view, and the majeſty of the whole ſtill heightened by the roaring of the wind, the raging of the ſea, and a more than common darkneſs, which overſpread the ſurrounding atmoſphere.

Towards ſix in the morning the ſtorm abated, and we again had light baffling winds, and a very heavy croſs ſea, which prevented us from ſtanding in for the ſhore, eſpecially as the morning was thick and hazy. At ten o'clock we ſaw the land, bearing from North Weſt to Eaſt, about nine miles diſtant; but frequent calms, and a heavy ſwell ſetting right in ſhore, made us glad to keep from the land as much as poſſible, and more eſpecially, as from the point of the harbour, and at leaſt two miles from ſhore, there runs a reef of breakers, for two miles to the Northward. During the afternoon and night, we had light variable winds, with rain.

At

1786. September.

At four in the morning of the 27th, a freſh breeze ſpringing up from South South Weſt, we made ſail, and ſtood for the harbour; but by ten o'clock the breeze died away, and we had baffling winds, with a heavy ſwell from the Southward, which ſet us directly on the breakers juſt mentioned; ſo that our ſituation, for ſome time, was rather alarming. However, ſoon after eleven o'clock, we were pretty clear of the danger. The King George was to the Southward of us, ſo that Captain Portlock was under no great degree of apprehenſion on his own account. At noon, the Weſt point of the harbour bore North 60 deg. Eaſt; and the extremes of the land, from Weſt North Weſt to Eaſt by South. The afternoon and evening were ſqually, with heavy ſtorms of hail. At ſix o'clock, the entrance into Nootka Sound bore North, 55 deg. Eaſt; twelve miles diſtant. During the night, we had light variable airs.

At half paſt five in the morning of the 28th, we again bore up for the ſound, but unfortunately had the ſame light airs, and heavy ſwell to encounter, as on the preceding day; ſo that finding it impoſſible to make the harbour, at eleven o'clock we hauled to the Southward. At noon, the point of the harbour bore North, 65 deg. Eaſt, ſeven miles diſtant. The wind, during the afternoon, being ſtill light and variable, with a heavy ſwell, we kept ſtanding to the Southward. At ſeven o'clock, Captain Portlock ſpoke us, and informed us, that he intended to quit the coaſt, and ſtand immediately for Sandwich Iſlands, directing us at the ſame time to ſteer South South Weſt, or South by Weſt, if the Wind permitted. The harbour at that time bore Eaſt North Eaſt, ſeven leagues diſtant. During the night we had light variable winds, with frequent ſhowers of hail and rain; but at five in the morning of the 29th, a freſh breeze ſprung up from the Weſtward, which

1786. September. enabled us to ſhape our courſe agreeably to Captain Portlock's direction, though I muſt own we left the coaſt reluctantly, and the more ſo, as the preſent wind was what we wanted to carry us into the ſound. Indeed it ſhould be remembered, that the wind for ſome days paſt had been as favourable as we could wiſh, when at a diſtance from the ſhore, but always grew light and variable, as we drew near the land; and there is every reaſon to imagine this would have been the caſe at preſent: ſo that on the whole, we probably may have cauſe to rejoice at this unexpected determination. At noon, the harbour bore North 40 deg. Eaſt, diſtant about twelve leagues; our latitude was 49 deg. 15 min. North; and the longitude 127 deg. 35 min. Weſt. Before night we had entirely loſt ſight of the coaſt. Thus ended all our hopes of making King George's Sound this ſeaſon.

If we take a retroſpect view of occurrences ſince our leaving Cook's River, we ſeem to have been peculiarly unſucceſsful in all our attempts to gain a ſecond harbour on this inhoſpitable coaſt. Twice indeed, (viz. at Croſs Sound, and the Bay of Iſlands) our miſcarriage was owing, in a great meaſure, to miſinformation; and that we did not make either Prince William's, or Nootka Sound, may juſtly be attributed to unfavourable winds, and bad weather, things which muſt ever baffle the ſtrongeſt efforts of human wiſdom; and, though we were unacquainted with Captain Portlock's motives for leaving the coaſt, yet he no doubt was convinced, that every attempt had been made that prudence could ſuggeſt, conſiſtent with the ſafety of the veſſels, or the lives of the people.

Thus ends our firſt trading campaign, and though not *abſolutely* unſucceſsful, yet it affords a moſt uſeful leſſon for many ſituations in

in life, and would furniſh me with an ample field for haranguing on the uncertainty and unſtability of all *worldly* expectations, &c. &c. but thou wilt ſuſpect me of an attempt to palm a pack of ruſty thread-bare moral ſentences on thee; ſo that I ſhall conclude at once. Thine ever, 1786. September.

W. B.

At Sea, 2d October.

LETTER XX.

HAVING pretty well reconciled ourſelves to the unavoidable diſappointments we met with on the American Coaſt, our thoughts, like the Iſraelites of old, were fixed on the fleſh-pots of Egypt; or, to drop the metaphor, we comforted ourſelves with the hope of many a delicious regale among the hogs, yams, and other good chear of Sandwich Iſlands.

Perhaps from what I ſaid in my laſt, reſpecting our bad ſucceſs, thou wilt conclude we left the coaſt without any thing worth notice. To ſet thee right in that particular, I ſhall juſt obſerve, that we collected in Cook's River near ſixty prime otter-ſkins; about the ſame quantity of an inferior kind; about twenty fine marmot cloaks, together with racoons, foxes, &c. &c. ſufficient to fill three puncheons; ſo that our purchaſes, if not very great, were far from deſpicable. Captain Portlock's ſucceſs was, I believe, nearly ſimilar to our's.

We

1786. October. We left King George's Sound, as I have already obſerved, on the 29th of September, with a fine Weſterly breeze; but it ſhifted to the Eaſtward on the 30th, with moderate weather.

On the 31ſt, the wind again blew from the Weſtward, the weather was clear and fine. On the 4th of October, we had cloſe foggy weather, with frequent ſqualls. On the 7th, at noon, our latitude was 43 deg. 8 min. and our longitude 131 deg. 59 min. Weſt: we had variable winds, the weather ſtill foggy. During the night the wind blew a ſtrong gale from the Weſtward; but towards the morning of the 8th, it grew moderate.

About eight o'clock in the evening of the 11th, there was a kind of fiery meteor ſeen playing about the ſhip. As ſailors havea tolerable ſhare of ſuperſtition, an appearance of this kind is much dreaded by them, and is univerſally known by the appellation of Davy Jones. Davy's power is very great, but he is ſuppoſed to preſide more immediately over the winds and waves, though he ſeldom or ever appears for any good purpoſe; and this I preſume makes the honeſt tars afraid of his Worſhip.

'Tis ſomewhat ſtrange, that a ſet of men, who deſpiſe *real* dangers, which might appall the *ſtouteſt* heart, ſhould be terrified with ideal fears of their own creating, and thoſe raiſed by an object fit only for a bug-bear to children.

During the night we had a ſtrong gale of wind from the Southward, with heavy rain. A circumſtance of this ſort happening ſo ſoon after the appearance of Davy Jones, ſerves greatly to ſtrengthen the ſuperſtitious opinion which ſailors already entertain of him.

In

In the morning of the 12th, the weather moderated; and at ten o'clock the wind ſhifted to the Northward, blowing a fine freſh breeze. 1786. October.

At noon on the 13th, our latitude was 37 deg. 2 min. North; and our longitude, being the mean of ſeveral ſets of lunar obſervations, 134 deg. 47 min. Weſt. In this ſituation we perceived a current ſetting pretty ſtrong to the Eaſtward.

On the 14th, we caught three large ſharks, which were very acceptable, on account of the oil they afforded us, and which we could uſe, not only for the binnacle, but to pay our maſts, rigging, &c. our oil running ſhort. From the 14th to the 24th, nothing occurred worth notice. During this time we had variable winds, and pretty moderate weather.

On the 25th, our latitude was 33 deg. North; and the longitude 143 deg. 36 min. Weſt. We had a moderate breeze from South South Eaſt, with frequent ſhowers of rain. This afternoon we had a ſpecies of birds about the ſhip, which I take to be the ſtriated ſand-piper of Pennant, two of which were ſo tame, that our people had nearly caught them.

From this to the 31ſt, we had little variety. The weather in general was tolerably fine, though ſometimes ſqually, with rain. Our obſervation at noon gave 29 deg. 5 min. North latitude; and 148 deg. Weſt longitude.

On the 1ſt of November, we looked out for St. Maria Le Gorta, which is laid down in Cook's Chart, in 27 deg. 50 min. North latitude; and 149 deg. Weſt longitude; and the ſame afternoon, ſailed directly over it. Indeed we ſcarcely expected to meet with any ſuch place, as it is copied by Mr. Roberts into the above Chart, from the

1786. November. ſame authority which we had already found to be erroneous, reſpecting Los Majos, and Roco Partida.

On the 5th of November, at noon, we were in 24 deg. 32 min. North latitude; and the wind blowing from the Eaſtward for ſome days paſt, gave us ſome hopes of a ſteady trade; but in this we were diſappointed, for in the afternoon the wind hauled to the Southward, and we had a very material alteration in the weather, which was continually ſqually, with rain. This time of the year ſeems to be the ſtormy ſeaſon near the Sandwich Iſlands; for though we had often ſtrong gales of wind, yet they were never ſteady or laſting, but came on us ſuddenly, attended with impetuous torrents of rain.

The weather on the 8th and 9th, was extremely ſultry, with lightning almoſt in every direction, particularly in the evening of the 9th. About four o'clock in the morning of the 10th, we had a violent guſt of wind, which laſted about half an hour, attended with exceeding heavy rain, which greatly contributed to render the atmoſphere cool and pleaſant.

The ſcarcity of birds for many days paſt, was rather remarkable; and more particlarly ſo, as the Tropic birds are peculiar to the latitude we were in: indeed on the 9th, we ſaw one ſolitary man of war bird, and the ſame day caught two dolphins, with hook and line, which were the only fiſh we had been able to lay hold of ſince our leaving the Continent. Our latitude at noon was 22 deg. 54 min. North; and the longitude 154 deg. 14 min Weſt.

In the forenoon of the 11th, the wind veered to the Northward, and the weather grew moderate and fine.

On

On the 12th, we caught a ſhark, with a fowl, and part of a turtle in his belly: this plainly indicated that we were not far from land; and indeed we knew that the Iſland of Atoui was under our lee, our obſervation at noon giving 21 deg. 30 min. North latitude; and the mean of ſeveral ſets of lunar obſervations, 152 deg. 4 min. Weſt longitude. We had a fine North Eaſterly breeze, with clear weather. 1786. November.

Towards the evening, ſeveral flocks of ſand-pipers were flying about the ſhip. For ſome time paſt we had ſteered well to the Southward, having been greatly retarded by Southerly winds; but this evening Captain Portlock ſpoke us, and directed us to ſteer South South Weſt, as it appeared by our obſervations, that we were well to windward of all the iſlands.

On the 13th, at noon, our latitude was 20 deg. 36 min. North; and finding ourſelves well to windward of Owhyhee, the iſland we firſt intended to touch at, we ſteered more to the Weſtward, with a moderate Eaſterly breeze, and fine weather.

On the 14th, at noon, we were in 20 deg. 6 min. North latitude; and the mean of ſeveral lunar obſervations giving 152 deg. 39 min. Weſt longitude: we ſteered Weſt by South. We had various ſpecies of birds flying about us, as ſand-larks, man of war birds, &c. The dolphin were pretty numerous, and we caught ſeveral ſharks, one of which had a large turtle entire in his belly. Our latitude on the 15th was 20 deg. 7 min. North. For ſome days paſt we had ſuſpected a ſtrong current to ſet to the Northward, between Owhyhee and Mowee; and this circumſtance put the matter beyond a doubt, as our courſe from the 14th, at noon, to the 15th, gave a number of miles to the Southward. About five in the afternoon, we ſaw high land above the clouds, bearing South

1786. November. South West, ten or twelve leagues distant, which we immediately knew to be Monakaah, a high mountain on Owhyhee. During the night, we stood to the West North West, under an easy sail; and at seven in the morning of the 16th, Monakaah bore South 25 deg. West. A considerable space on its summit was covered with snow; and I have every reason to think, that this mountain is never totally free.

During the forenoon, we steered nearly West by South, about three miles distant from shore, with a fine Easterly breeze; but the sea running pretty high, no canoes ventured off to us. At two o'clock we saw Mowee, bearing North 70 deg. West, about seven leagues distant. The day being now very clear, we had an uninterrupted view of Monakaah, the highest land in Owhyhee. This mountain, though undoubtedly very lofty, has nothing stupendous in its appearance, the ascent to it on all sides appearing gradual and easy.

That part of the island which we now coasted along, is very beautiful. The land appears to be laid out in distinct plantations, every one of which seemed in a high state of cultivation. The higher grounds are covered with trees, which yield a never-failing verdure; and in three or four places, there are abrupt breaks in the land. These chasms being well supplied with plentiful streams of fine water, render the landscape truly delightful.

As Karakakooa Bay had been found, on several accounts, an improper place to anchor in, it was determined to examine another bay, which lay round the South West. This bay had been looked into during Captain Cook's stay here, and we expected it would afford a good harbour; but about four in the afternoon the breeze died away, and several canoes coming from shore, we hove to, in order

order to trade with the natives, who brought hogs, plantains, bread-fruit, potatoes, &c. which were a moſt ſeaſonable ſupply in our preſent ſituation, many of our people being affected with the ſcurvy: indeed, when we conſider how much time had elapſed ſince our leaving theſe iſlands laſt, and how ſmall a quantity of freſh proviſions we had been able to procure during that time, it is almoſt a wonder that we ſhould enjoy ſo good a ſtate of health as we did; but this, under Providence, was owing, in ſome meaſure, to a free uſe of various antiſceptics which we had in great plenty on board. In the evening, and during the night, we had a dead calm, with hot ſultry weather, attended with a good deal of lightning. 1786. November.

In the morning of the 17th, a light breeze ſprung up at South South Weſt, and we ſtood for the bay before-mentioned. However, being willing to purchaſe as many neceſſaries as poſſible, Captain Portlock ſent his Firſt Mate (Mr. Macleod) in the whale boat, to examine the bay; mean while, the ſhips lay to, in order to trade with the natives. At five in the afternoon, Mr. Macleod returned, and reported, that there was no ſafe anchorage in the bay; and that not only from a bad bottom, but as the harbour was entirely expoſed to South-Weſterly winds. This being the caſe, our intention of anchoring at Owhyhee was laid aſide: however, it was determined to keep near this part of the iſland ſome time, if the wind would permit, as it was known to afford hogs in abundance.

During the 18th we lay to, and plied occaſionally, as ſuited our conveniency, for trade. The people were buſily employed in killing and ſalting hogs for ſea-ſtore.

1786. November. This part of the iſland affords but few cocoa-nuts, or plantains; vegetables in the greateſt plenty are bread-fruit, and ſweet potatoes.

Among the various curioſities brought by the natives to ſell, were a kind of baſkets, about eighteen inches high, and five or ſix inches in diameter, of a circular form, and exceeding neatly made. The wicker work of which they were made was frequently variegated with twigs of a red colour, and had a pretty effect. Theſe baſkets were quite new to us, having ſeen nothing of this ſort when at the iſlands before.

The morning of the 19th being very fine, and the weather promiſing, Captain Portlock paid us a viſit, and propoſed ſtaying the greateſt part of the day; but a ſtrong breeze ſpringing up from South Weſt, he went on board his own ſhip early in the afternoon. Mowee at this time bearing Weſt of us, it was determined to make the Eaſtermoſt point, and come to anchor there.

I ſhall conclude for the preſent; but notwithſtanding the variety which ſurrounds us, will reſume my pen very ſoon. Adieu. Thine, &c.

W. B.

Off Sandwich Islands, 20th November.

LETTER

1786.
November.

LETTER XXI.

CONTRARY winds, and unſettled weather, fruſtrated our deſign of anchoring at Mowee; but let me lead thee to this diſappointment in courſe.

In the afternoon of the 19th November, the wind blew freſh at South Weſt; and towards evening, increaſed to a ſtrong gale, attended with thunder, lightning, and heavy rain; on which we lay to during the night under a cloſe-reefed main top-ſail, wearing occaſionally, and taking every method to guard againſt any miſchief we might receive from ſudden guſts of wind, which frequently are felt amongſt theſe iſlands.

The morning of the 20th being pretty moderate, the wind ſtill South Weſt, we made ſail, and ſtood for the Eaſtermoſt point of Mowee, ſteering Weſt North Weſt; but about noon, as we got under the lee of the land, the breeze leſſened, and we had nearly a calm. Several canoes came off to us, but what they brought to ſell was very trifling, being only three or four ſmall pigs, a few potatoes, and a little bread-fruit. At noon, the North Weſt end of Mowee bore Weſt North Weſt, five or ſix leagues diſtant; the weather was extremely hot and ſultry; the thermometer being 90 degrees. Having light baffling winds during the afternoon, we kept ſtanding along ſhore, in order to purchaſe whatever refreſhments the inhabitants brought to us.

1786. November. The Iſland Mowee has nothing peculiarly ſtriking in its appearance. The Eaſt end of the iſland is very high, but does not appear mountainous, as it deſcends in a pretty regular ſlope to the water's edge. The landſcape is prettily diverſified with trees of various kinds, plantations, &c. but theſe ſeem greatly inferior to thoſe I ſaw at Owhyhee.

About five in the afternoon, we had a ſtrong breeze at South Weſt, and the weather grew very ſqually, on which we ſhortened ſail, and ſtood to the North Weſt. At eight o'clock the Weſt end of Mowee bore South Weſt, five leagues diſtant. During the night the weather was pretty moderate.

At ſix in the morning of the 21ſt, we wore and ſtood to the Southward. At eight, the Eaſt end of Mowee bore South 20 deg. Eaſt; and the Iſland Morotoy Weſt South Weſt. Our obſervation at noon gave 21 deg. 12 min. North latitude; the extremes of Mowee bore from South 15 deg. Eaſt to South 60 deg. Weſt; the center of Morotoy South 76 deg. Weſt. The weather during the afternoon and night was hot and ſultry, with light variable winds.

In the morning of the 22d, we had a number of canoes alongſide, from whom we purchaſed potatoes, taro, plantains, ſugar-cane, and many other articles for the ſhip's uſe. The wind continued light and variable, the ſhip's head frequently round the compaſs. At noon, the main land of Morotoy bore Weſt by South, eight or nine miles diſtant.

I ſhould obſerve, that the people who came to us from Mowee and Morotoy, ſeemed to admire our veſſels more than any we had hitherto

hitherto met with: 'tis probable that many of them had never seen any ſhips before. 1786. November.

During the 23d, we had light winds, ſometimes at Eaſt, or Eaſt South Eaſt, but frequently variable. Being a good diſtance from ſhore, no canoes came near us. At noon, the South end of Morotoy bore South 8 deg. Eaſt, five leagues diſtant; our latitude was 21 deg. 30 min. North. At ſix o'clock the body of Morotoy bore South three-quarters Weſt; and Mowee South Eaſt by South; diſtant from ſhore about ſix leagues. During the greateſt part of the night, we had a freſh breeze at South Eaſt; and at four o'clock in the morning of the 24th, we wore, and ſtood to the South South Weſt. At noon, the Eaſt end of Mowee bore South 25 deg. Eaſt; but we were ſo far from land, that no canoes came near us. At five o'clock we ſaw Owhyhee, which bore South 25 deg. Eaſt; and the Weſt end of Mowee South; diſtant about ſeven leagues.

During the night, and greateſt part of the 25th, we had light variable winds. Moſt of our hogs and vegetables being expended, it was our intention to make Owhyhee as ſoon as poſſible, in order to procure a freſh ſupply. In the evening of the 25th, a freſh breeze ſprung up from the Southward, which continued with very little alteration during the 26th and 27th. Our latitude at noon, on the 26th, was 21 deg. 25 min. North. The Eaſt end of Mowee then bore South three quarters Eaſt. At noon on the 27th, Mowee bore South by Eaſt, and Morotoy South 24 deg. Weſt; the weather tolerably fine, and the wind at South South Weſt.

The wind amongſt theſe Iſlands ſeems never to blow from one point for any length of time; nor can a ſteady trade wind, at this time of the year, by any means be depended on: ſometimes we had

1786. November. Eaſterly winds, then Southerly, South Weſt, Weſt, North Weſt, North, and, in ſhort, all round the compaſs, juſt as we opened different points of land.

The wind ſtill hanging to the Southward, all intentions of making Owhyhee were given up.

On the 28th, being within four miles of Morotoy, we had ſeveral canoes along-ſide, which brought us a few ſmall hogs, together with ſome taro and potatoes, but far from ſufficient to ſupply us, ſo that it was determined to ſteer for Whahoo. It unluckily happened, that any freſh breezes we met with came on generally in the night, when prudence did not permit us to make much ſail; and in the day-time we had generally light baffling winds.

At noon, on the 28th, the Bluff end of Morotoy bore South Weſt by Weſt, about twelve miles diſtant. In the afternoon, we had ſome fine cooling ſhowers of rain, which made the weather much cooler, and more agreeable than it had been for ſome time paſt.

At eight o'clock in the morning of the 29th, we ſaw Whahoo, and at noon, the Eaſt Hummock bore Weſt South Weſt, about eight leagues diſtant. Our obſervation gave 21 deg. 26 min. North latitude. During the afternoon, we kept ſtanding along the Coaſt of Morotoy. At eight o'clock the Round Hummock on Whahoo bore Weſt South Weſt, and the Weſt end of Morotoy, South by Eaſt. We tacked, and ſtood to the North Eaſt till twelve o'clock, when we again tacked, and ſteered South Weſt by Weſt.

In

In the forenoon of the 30th, we kept ſtanding South Weſt, with a fine breeze at South Eaſt. Our obſervation at noon gave 21 deg. 20 min. North latitude. The Weſt end of Morotoy bore South 45 deg. Eaſt; and Whahoo South Weſt, diſtant about two leagues. 1786. November.

At five in the afternoon we came to anchor in eight fathom water, in the bay we lay in before, and pretty near our old ſituation, the Eaſt extreme of the bay bearing Eaſt by South; and the Weſtermoſt land Weſt by South, half South, about two miles diſtant from ſhore. In the evening we moored ſhip, with the ſtream anchor and cable.

As it is more than a fortnight ſince we firſt made the iſlands, thou mayeſt think it ſomewhat extraordinary that we did not get into a harbour before; but thou muſt conſider, that hogs and vegetables, being what we chiefly wanted, could in general be as eaſily procured, by plying off and on, as coming to anchor. Again, having a conſiderable time to ſpend among theſe iſlands, we were loth to leave thoſe to windward, as in that caſe it would be next to impoſſible to fetch them again.

If theſe reaſons, joined to the contrary and light winds we have had lately, are not ſufficient for thee, it is out of my power to give thee any better: indeed I give myſelf little concern about the matter, generally thinking with Pope, that "*whatever is*, is right."

However, I cannot help congratulating myſelf on our preſent ſituation, compared with what it would have been, had we wintered in King George's Sound: perhaps by this time the greateſt part of us——but I will trouble thee with no perhaps's; let it ſuffice,

1786. December. ſuffice, that we are, to a man, in tolerable health, and excellent ſpirits.

I ſhall take the earlieſt opportunity to communicate our tranſactions at this place. Mean while believe me ever thine,

W. B.

WHAHOO, 2d Dec.

LETTER XXII.

EARLY in the morning of the 1ſt of December, the people began to overhaul our rigging, fore and aft, it being very much out of order. By day-light we had a number of canoes along-ſide, chiefly loaded with water, which we purchaſed on the ſame eaſy terms as before, viz. a large calabaſh for an eight-penny or ten-penny nail, and ſmaller ones in proportion.

Many of theſe gourds, or calabaſhes, are very wide at the top, and uſed by the natives for various purpoſes, and particularly to hold a kind of pudding made of taro. So eagerly did they purſue this profitable traffic, that they ſeldom waſhed their veſſels, and we unavoidably got taro pudding mixed among the water; but we found it of little or no prejudice, though the ſight would perhaps not have been altogether pleaſing to an epicure. The people brought ſome hogs, potatoes, and taro, but not a ſufficient quantity to ſupply us from day to day: on our enquiring the reaſon, we

we were given to underſtand, that the hogs and vegetables were tabooed, till the King had been on board the ſhips, and that they expected him to pay us a viſit very ſhortly. If I remember right, I mentioned the taboo when we were laſt at the Iſlands. I ſhall now only juſt obſerve, that its operation is very extenſive, and regards not only places, but food, and, in ſhort, every action of life. 1786. December.

In the afternoon of the 1ſt, we had frequent ſqualls, attended with a good deal of rain.

By noon on the 3d, we had compleated our water, and could have procured a great deal more, the natives ſtill bringing it with the greateſt avidity. Indeed this is not to be wondered at, if we conſider the great value they ſet on iron, and that water coſts them only the trouble of fetching from ſhore.

Beſides nails, we found buttons very uſeful in our traffic with theſe people. To the credit of the men be it ſpoken, they looked on them as things of no value; but the females ſaw them in a very different point of view, and were exceedingly fond of wearing them round their wriſts and ancles as bracelets, calling them Booboo, and ſometimes Poreema. As gallantry is perhaps equally prevalent here, as in more civilized nations, the men frequently preferred buttons to nails (contrary to their better judgment) in their traffic. This is an inconteſtible proof, that the power of beauty is not confined within the narrow limits of our polite European circles, but has equal influence all over the world.

In the forenoon of the 4th, Teereteere, the King, paid us a viſit. He came in a large double canoe, attended by two young men,

1786. December. who we underſtood were his nephews, and a number of other Chiefs. The King is a good-looking man, and appears about forty-five or fifty years old: he is tall, ſtraight, and well-made, but his eyes ſeem rather weak, and affected with a kind of rheum; but whether this is owing to diſeaſe, or a temporary cold, I cannot ſay. None of the Chiefs had any thing ſtriking in their appearance, though it was eaſy to ſee that they were above the common rank.

The King's nephews were by far the fineſt men we had yet ſeen at any of the iſlands: they are not brothers. Piapia, the elder, being, if we underſtood right, ſon to the King of Atoui; and Myaro, the younger, ſon to a ſiſter of Teereteere.

Piapia is about five feet nine inches high, ſtraight, and well proportioned; his legs and thighs very muſcular, his ſtep firm, and rather graceful; and there is a dignity in his deportment which ſhews him to be a perſon of the firſt conſequence. His countenance is free and open, but rather disfigured by the loſs of three fore teeth, which, as I underſtood, were broke for the loſs of a relation, it being the cuſtom here for the Arees, or Chiefs, to part with a tooth at the death of a friend; his legs, thighs, arms, and various parts of his body, are tattooed in a very curious manner.

Myaro is nearly as tall as his couſin, but caſt, (if I may be allowed the expreſſion) in a more delicate mould: he walks erect and ſtately, and his ſtep is very graceful and majeſtic. It would, I think, baffle the united powers of a Wilton, Bacon, and Roubiliac, to equal the exact ſymmetry and fine turn of his legs and thighs,

or indeed his whole body; in ſhort, his figure has ſomething in it exceedingly prepoſſeſſing. 1786. December.

Teereteere, having ſatisfied his curioſity for the preſent, and Captain Dixon preſenting him with ſome beads, and other trifles, left us about two in the afternoon; and we ſoon felt the good effects of his viſit, the inhabitants bringing hogs and vegetables in much greater plenty than before, though from the little reſpect they ſeemed to pay him, we were led to ſuppoſe, that his influence over them was not great; in this point, however, we were miſtaken.

To lead thee regularly to a circumſtance, which I am now going to mention, it will be neceſſary to refer ſo far back as our fitting out.

When we left England, the quantity of coals our veſſel was ſupplied with was very inadequate to a voyage like our's, though they were conſtantly uſed with the moſt ſcrupulous care.

As Falkland's Iſlands afforded *no wood*, the Coaſt of America was the only place where we could procure any. Fully expecting to touch at ſeveral harbours, and perhaps *winter* in King George's Sound, what wood we got in Cook's River was ſoon expended.

It cannot be forgot, under what circumſtances, and with what reluctance, we left the American Coaſt; and the more, as fuel was one of our greateſt wants; for though we knew Sandwich Iſlands afforded moſt of the neceſſaries of life in great plenty, yet we almoſt deſpaired of getting a ſupply of fuel; but in this reſpect were moſt agreeably diſappointed; for we no ſooner made the natives underſtand

1786. December. ſtand what we wanted, than they brought us plenty of wood, ſuch as anſwered our purpoſe extremely well, and which we purchaſed on the ſame eaſy terms as the water.

During the 5th and 6th, we were all very buſily employed; ſome taking in wood from the natives; others over-hauling the rigging, &c. and the reſt killing and ſalting hogs for ſea-ſtore. The weather ſince the 1ſt has been fine and ſettled, with a ſteady breeze at North North Eaſt.

From the 7th to the 10th the wind blew freſh, at Eaſt North Eaſt; and the ſea running pretty high, very few canoes came near us. This weather, however, did not prevent the King and his attendants from paying us frequent viſits; but it was very apparent that intereſt, more than curioſity, induced him to come on board ſo often; for though he always brought ſomething, by way of a Matano, or preſent, yet it was generally very trivial, ſuch as a ſmall hog, a few cocoa-nuts, and ſometimes a few ſmall barbel; and Captain Dixon always gave him ten times the value. Indeed it would have been extremely impolitic not to have paid him this mark of our reſpect and attention, as he could, by tabooing the inhabitants, have eaſily prevented a ſingle canoe from coming near us; but by thus feeding his avarice, and gratifying his ambition, he not only allowed, but encouraged the people to bring us whatever the iſland afforded. The wind ſtill continued at Eaſt North Eaſt; the weather moderate and fine.

Soon after we came to anchor, our whale-boat was hoiſted out, to be in readineſs whenever occaſion required; and was generally ſecured by her painter to the ſhip's ſtern. A boy was ordered to look after her in the day-time, and in the night, the watch always

kept a good look out; and having moon-light, the boat hitherto had been ſafe; but in the evening of the 11th, ſome of the natives had formed a deſign to ſteal her, (the moon not riſing till paſt midnight) and we ſaw ſeveral canoes buſy about her painter. On this, Captain Dixon fired two muſquets over their heads, which made them ſheer off with precipitation, and we got her on board next day, for fear of a ſecond viſit of the like nature. 1786. December.

In the forenoon of the 12th, we caught a large ſhark, and knowing it would be a very acceptable preſent to the King, Captain Dixon ſent to inform ſome of his people who happened to be on board the King George of it.

Teereteere preſently ſent his ſon, with ſeveral attendants, in a large canoe, for the ſhark, which ſeemed to pleaſe them very much. The King ſent a fine hog by his ſon, as an equivalent for our preſent; but the young man, with a degree of honeſty peculiar to his country, ſold us the hog for a large toe.

The laſt time we were at Whahoo, in ſailing from thence to Atoui, we paſſed a bay to the Weſtward of our preſent ſituation, which promiſed to afford a good harbour; the ſurrounding country fertile, and full of inhabitants. At that time we had no opportunity of examining it, but now, having ſufficient leiſure, on the 13th Captain Portlock ſent his long boat, (which had been decked, and ſchooner-rigged, ſince we came to Whahoo) with Mr. Hayward, his Third Mate, accompanied by our Third Mate, Mr. White, to ſurvey the bay accurately.

Mr. Hayward returned in the morning of the 15th, and reported, that there was no convenient anchorage in any part of the bay; and

1786. December. and that there was from ſixty-ſix to ſeventy fathom water cloſe in ſhore. We now learnt, that Teereteere generally reſided in this bay, which is called by the natives Whitette Bay.

Except the affair of the whale-boat, we had diſcovered very few thefts; but this, doubtleſs, has been owing to our keeping the veſſel as clear of the natives as poſſible, more than their honeſt diſpoſition, which we are aſſured is not at all to be depended on.

I ſhall embrace every opportunity of acquainting thee with our future proceedings; mean while, believe me thine, &c.

W. B.

WHAHOO, 16th Dec.

LETTER XXIII.

AMONGST the few viſitors we admitted on board, (beſides the King, and his attendants) was an old prieſt, who ſeemed to have conſiderable authority amongſt the natives. He always brought two attendants with him; one purpoſely to prepare his Ava, and the other to be always near his perſon, whenever he ſhould be wanted. The Ava is a root, ſomewhat reſembling our liquorice in ſhape and colour, but totally different in taſte. None but the Arees, or Chiefs, are permitted to uſe it, and they never prepare it themſelves, but always keep a ſervant, whoſe ſole buſineſs is

(Gany-

(Ganymede like) to prepare and anminiſter this nelicious potation to his maſter. He firſt begins by chewing a ſufficient quantity, till it is well maſticated; this is put into a neat wooden bowl, made for the purpoſe, and a ſmall quantity of water being poured over, it is well ſqueezed, and the liquor afterwards ſtrained through a piece of cloth. The delicious beverage is now compleat, and is drank with the higheſt reliſh. 1786. December.

This root is of an intoxicating nature, but ſeems to ſtupify, rather than exhilirate the ſpirits. Its effects are very pernicious, if we may judge by the old prieſt, who appeared greatly emaciated, and his body was covered with a white ſcurf, which had the appearance of the leproſy. The wind ſtill kept at North Eaſt, and Eaſt North Eaſt; but from the 13th to the 16th, a very heavy ſwell ſet into the bay from the South Eaſt, which cauſed the veſſel to roll very much.

On the 14th, we perceived the natives very buſily employed on the hill, at the South Eaſt extreme of the iſland; and by noon on the 15th, their work was ſo far advanced, that we could plainly diſcern they were erecting a houſe, though the diſtance from us was very conſiderable. The ſame afternoon, all the canoes left both ſhips, and not one returned in the evening, which, till now, had never been the caſe; for, as an intercourſe with women was allowed, (indeed it could not eaſily be prevented) our people never failed to have a number on board every night. This made us ſuſpect, that the people were tabooed; and our conjectures proved to be right, for during the whole of the 16th, not a ſingle canoe appeared in the bay; but the ſummit of the mountain round the new erected edifice, was perfectly crowded with people the whole day;

1786. December. day; and in the evening, a number of fires were lighted as near the place as the wind would permit.

In the morning of the 17th, we were in the ſame quiet ſituation; not a canoe to be ſeen, but the hill ſeemed pretty well cleared of its viſitants. About ten o'clock in the forenoon, a man who was a ſtranger to us, came on board, bringing with him a very ſmall pig, as a preſent, and a branch of the cocoa-palm to fix at the maſt head. This made us hope that the taboo was taken off, and the more, as all our hogs and vegetables were conſumed. Soon afterwards our old acquaintance the prieſt paid us a viſit, bringing a few trifles, as uſual, by way of preſent, and for which he always got five times the value. We had ſtrongly ſuſpected this old man to be the cauſe of the taboo, as he left the ſhip on the 15th, ſeemingly much diſſatisfied with ſomething or other, and had not been near us till now; but we were convinced, that our conjectures were ill-founded, though he gave no ſatisfactory account of the recent tranſactions on ſhore; but kept repeating with great vociferation, and for a conſiderable length of time, "*Teereteere poonepoone*, *Teereteere arreoura*," or that the King was a liar, ſcoundrel, and deceitful perſon; *Poonepoone* and *arreoura*, being terms of reproach. From this it was evident, that ſomething had been tranſacting contrary to eſtabliſhed cuſtom, or the rules of the country. About noon, Teereteere came on board, bringing his uſual preſent of a hog, ſome fiſh, and a few cocoa-nuts. A number of canoes now came along-ſide, from whom we bought a few hogs and vegetables, but could obtain no ſatisfactory account from any of them why the taboo was laid on. Some of them gave us to underſtand, that there had been a ſolemn feſtival at the top of the mountain; and, if we underſtood right, a human ſacrifice offered, but whether a man

a man or woman, we could not learn. The women, however, were ſtill tabooed, and none ſuffered to come near the ſhips. 1786. December.

About midnight, our ſmall bower-cable parted in a ſudden guſt of wind, on which we let go the beſt bower. On heaving in the cable, we found it very much hurt, which we ſuſpected to be done by the foulneſs of the bottom.

The former part of the 18th was ſpent in ſearching for our anchor, which we did not find till noon, the buoy being ſunk. No time was loſt in attempting to get it on board; and about ſix in the afternoon, we had nearly effected our purpoſe, when a ſudden ſquall coming on, ſnapt the hauſer which we had bent to that part of the cable remaining to the anchor, when it was almoſt at the bows. This was a vexatious circumſtance, and we were afraid that the recovering our anchor would be attended with difficulty, as the evening was lowering, and ſeemed to forebode tempeſtuous weather; but as night came on, the ſky cleared up, and the next morning proved fine, with little or no wind, ſo that we got the anchor on board by eleven o'clock.

We now were ſupplied with hogs and vegetables, in tolerable plenty, but no women were ſuffered to come on board the ſhips: the reaſon for this, we underſtood was, a woman had been detected eating pork on board one of the veſſels. It ſeems the women are always tabooed from eating pork on ſhore, and breaking through reſtrictions of this ſort, is reckoned a crime of the firſt magnitude; nay, we were aſſured, that the poor wretch had fallen a victim to the laws of her country, and had actually been offered as a ſacrifice, to appeaſe, I ſuppoſe, the wrath of their gods, for ſo heinous a crime. But beſides this affair of the ſacrifice, there was

1786. December. another motive, it ſeems, for the large concourſe of people we had ſo lately ſeen at the top of the mountain, and which accounts for the ſtrict taboo laid on the natives, during the time of this general aſſembly.

Teereteere had cauſed the houſe I have mentioned at the top of the hill, to be built as a kind of repoſitory, or ſtore-houſe, for ſuch articles as the natives might obtain in the courſe of their traffic with our veſſels: when this was compleated, he cauſed the bay to be tabooed, and convened a general aſſembly of the inhabitants at the top of this mountain, directing them at the ſame time, to bring whatever trade they had got, that it might be depoſited in his new-erected edifice. This being effected, he found means, on ſome pretext or other, to appropriate one-half of theſe ſtores to his own uſe. We now no longer wondered at the old prieſt venting his reproaches ſo very liberally, as it was pretty evident Teereteere had exerted his authority contrary to the rules of juſtice and equity.

Though the little we ſaw of theſe tranſactions, or what information we got reſpecting them, is inſufficient for me to draw any concluſive determination as to their laws; yet of this we are certain, that the horrid cuſtom of offering up human ſacrifices, on certain occaſions, actually exiſts amongſt theſe iſlands, and that the King's authority is abſolute.

It was evident, from our late misfortune, that we could not keep our preſent ſituation without damaging the cables; ſo that it was determined to leave this iſland, and ſteer for Attoui the firſt opportunity.

At five o'clock in the afternoon of the 19th, Captain Portlock made the ſignal for weighing anchor, which we did in a ſhort time, and ſtood out of the bay with a moderate eaſterly breeze. After ſtanding on for ſome time, we could ſee nothing of the King George following us, on which we wore, and ſtretched again into the bay. On ſpeaking Captain Portlock, we were informed that they had not yet purchaſed their anchor, and were doubtful whether they ſhould be able to accompliſh it in the courſe of the evening. However, we kept under an eaſy ſail, making ſhort boards, till paſt eight o'clock, when Captain Portlock made the ſignal for us to anchor. 1786. December.

About ten o'clock in the morning of the 20th, the King George being a-weigh, we weighed and made ſail, ſtanding out of the bay, with a moderate breeze at North Eaſt. By noon we were about ten miles from the bay. We learnt from Captain Portlock, that the Indians had cut his beſt bower-cable which had occaſioned his delay the preceding evening, and this morning. Captain Portlock had Piapia, the King's nephew, on board, accompanied with the man who uſed to chew Ava for Teereteere. It ſeems Piapia was ſo exceedingly attached to Captain Portlock, that he was determined to go with him to Pritane, as they call England; and the cup-bearer was inclined to follow the fortunes of his young maſter. The day being fine, ſeveral canoes, filled with the relations and friends of theſe new voyagers, followed the King George to a conſiderable diſtance from Whahoo; and when they took their leave of them for ever, as they thought, their grief was expreſſed in the moſt audible manner, wringing their hands, and making the moſt bitter lamentations all the time they were in ſight of the veſſel: neither did Piapia, and his ſervant take leave of their friends and country, without expreſſing ſome degree of concern; but their regret

1786. December. regret was leſs at preſent, as their attention was, in a great meaſure, taken up with the novelty of their ſituation.

We had light baffling winds, till the evening of the 21ſt, when a ſtrong breeze came on at North Eaſt, which brought us in ſight of Atoui, in the morning of the 22d. At noon our latitude was 22 deg. 12 min. North; the Eaſt point of land bore Eaſt North Eaſt, about ſix miles diſtant from ſhore. The Iſland Onehow Weſt South Weſt; Wymoa Bay, the place where we propoſed to anchor, being to the Southward and Weſtward. About two o'clock, being as yet conſiderably to the Eaſtward of our propoſed anchoring place, we paſſed over a good deal of ſhoal water, having ſeldom more than five fathom, over a ſandy bottom; the adjacent ſhore, which was not more than two miles diſtant, appeared level and well cultivated.

About three o'clock, Captain Portlock let go his anchor, and we having bottom in twenty-five fathom, and at a convenient diſtance from the King George, prepared to do the ſame, which, though we did with all expedition, and veered out fifty fathom cable, the anchor did not bring us up: this made us conjecture that we had drove off the bank, and our opinion was confirmed on heaving the lead over, as we found no bottom with eighty fathom line. Whilſt our anchor was purchaſing, we unavoidably drifted to leeward, ſo that it was impracticable to make the ſituation we firſt intended. On this we made ſeveral boards, and about five o'clock came to in a very good ſituation, near three miles North Weſt of the King George, in eighteen and half fathom water, over a ſandy bottom, inclining to mud. A long, low, ſandy point to the South Weſt, bearing Weſt by South; the Eaſtermoſt point of the bay Eaſt South Eaſt; the mouth of a freſh water river North Eaſt by Eaſt,

East, rather more than a mile distant from shore. The Island Onehow South South West. 1786. December.

Our transactions at this place shall be the subject of my next. Thine,

W. B.

Atoui, 22d Dec.

LETTER XXIV.

ATOUI was the first place Captain Cook anchored at, when these islands were discovered by him; so that it was known to afford great plenty of hogs and vegetables: the former we wanted to cure for sea-store, as the hogs we had bought since our leaving Owhyhee afforded us little more than a daily supply.

Early in the morning of the 23d December, we were surrounded by a number of canoes, most of them well loaded with taro, potatoes, sugar-cane, and cocoa-nuts, and a good number of fine hogs. This plainly shewed us, that the inhabitants knew we were come for a supply of provisions, and had prepared themselves accordingly. We found the roots much cheaper, and in greater plenty than at Whahoo; but finding we were desirous of buying large hogs, they were at first exorbitant in their demands, at least in proportion to what we had given at the other islands, on which we seemed

1786. December. seemed indifferent about the matter, and by this means soon bought the largest hogs for one large, or two middling-sized toes.

On our asking for water, they presently brought us some very excellent, indeed the best by far we had hitherto met with. This kind of traffic was entirely new to them, and they very gladly supplied us on the same easy terms we bought it for at Whahoo. Cocoa-nuts we found in the greatest plenty; the settled price for them was five for an eightpenny nail. The sugar-cane was exceeding fine, and equally cheap. The taro here is by far the finest of any we met with, and very plentiful; we commonly got five fine roots for an eightpenny or tenpenny nail. This island produces no yams, and very little, if any bread-fruit.

The weather till the 27th was moderate and fine; but on that day, a strong breeze sprung up at East North East, and a heavy swell set in from East South East, right along shore: we were moored with the stream-anchor, and rode much easier than at Whahoo; besides, the bottom here being free from rocks, we were under less anxiety in regard to our cables.

The 28th, and part of the 29th, were wet and dirty; but towards evening, the sky brightened up, and the weather grew moderate and fine.

This being Christmas, that season of the year so universally convivial throughout the civilized world, we spent our time as agreeably, and with plenty of as good chear as we could procure, such as roast pig, sea-pie, &c. &c. and to shew our refined taste, even in our liquor, we no longer drank grog mixed with simple water, but offered our Christmas libations in punch, mixed with the

the juice of the cocoa-nut, toaſting our friends and miſtreſſes in bumpers of this liquor, which, perhaps, pleaſed more on account of its novelty, than from any other circumſtance. 1787. January.

The weather ſeldom continued ſettled for more than a day together; ſtrong breezes at Eaſt North Eaſt, with a heavy South Eaſt ſwell, frequently intervening.

By the 4th of January, 1787, we had ſalted and packed five puncheons of pork for ſea-ſtore; but hogs now grew rather ſcarce, not that we ſuppoſed the ſcarcity real, but owing to ſome ſcheme or other of the petty Chiefs. We had for ſome time expected a viſit from the King, and been given to underſtand, that his preſence, like a cornucopia, would teem with plenty; but his Majeſty had not as yet thought proper to favour us ſo far.

Abbenoue, the Chief, whom we met with at Onehow laſt year, was generally on board the King George, and being attached to Captain Portlock, cauſed plenty of fine hogs to be ſent him; but at preſent we found very little of his influence reach on board our veſſel.

From the 5th to the 9th, the weather was in an unſettled ſtate, the wind frequently ſhifting to the Weſtward, but ſeldom blew from that quarter twelve hours together, and then only a moderate breeze. During this time, we were daily viſited by the natives, who kept bringing us a few hogs, with taro, cocoa-nuts, &c. but barely ſufficient to ſupply us from hand to mouth.

Beſides this traffic, which was carried on for neceſſaries, the natives had a briſk trade for curioſities of various kinds, ſuch as cloaks,

1787. January. cloaks, caps, mats, fiſhing-lines and hooks, necklaces, &c. &c. I probably may attempt to deſcribe them at a future opportunity. They likewiſe brought great numbers of beautiful bird-ſkins, in excellent preſervation: theſe were generally made up in parcels of ten each, by a wooden ſkewer run through their beaks. On our wiſhing to procure ſome of them alive, we ſoon found plenty of bird-catchers, and the living birds were ſold nearly as cheap as the preſerved ones: they are near the ſize of a robin, the breaſt and throat of a moſt beautiful lively red, with a long beak, the wings and back a deep brown. I am informed by Mr. Hogan, Surgeon of the King George, who I before obſerved to thee, has ſtudied Natural Hiſtory, that they are a ſpecies of the humming-bird. Theſe birds being purchaſed by us with great avidity, the natives were induced to bring every thing of the kind they could lay hold of, among which was a ſpecies of wild-duck. Captain Dixon, on ſeeing them, concluded the iſland afforded plenty of game, and being fond of ſhooting, took two or three opportunities of going on ſhore with his gun, attended only by a ſervant, in one of the Indian canoes. The man to whom the canoe belonged had been very aſſiduous in bringing off water, and ſuch other articles for our uſe, as were in his power; indeed he had been greatly noticed by many of us, and treated kindly, particularly by Captain Dixon, on account of the great reſemblance he bore to one of our people: the man ſeemed highly ſenſible of the preference given to him before his neighbours, and was not a little proud of his new office.

The firſt time our Captain went on ſhore, he was apprehenſive that the natives, by crowding about him, would ſpoil his diverſion; but he found himſelf agreeably miſtaken. Curioſity was excited in a much leſs degree here than at Whahoo; inſtead of being ſurrounded by crowds of idle, inquiſitive gazers, the people generally

ſtuck cloſe to whatever employments they were engaged in, ſuch as manufacturing cloth, making lines, ropes, &c. ſo that he traverſed the country with as much eaſe, as he could have done in England. Contrary to his expectation, he did not find game very plentiful, yet never returned without ſome ſpoils of the field, ſuch as ducks, terns, a ſpecies like our water-hen, and various other kinds. 1787. January.

By this time, the wood we procured at Whahoo began to grow ſhort, on account of the conſtant fires we were obliged to keep for heating water to ſcald hogs, and various other purpoſes. On this we applied to the natives for ſome, though without any ſanguine hopes of our application being ſucceſsful, as the mountains where the woods grow are farther up the country on this iſland, than at any of the others; however, our application was very ſucceſsful, the natives to a man engaging in this traffic, and every individual bringing us more or leſs of the article we wanted, though it was evident, from many poles and rafters brought for ſale, and which had been recently pulled out of the ground, that their fences, and perhaps houſes, had been demoliſhed for our accommodation, and I may ſay, their profit; yet this proceeding ſerves to ſhew, that any thing whatever this iſland, or indeed any of the group affords, may eaſily be obtained, ſo great is the value they ſet on iron.

The weather continuing unſettled, and the ſupply of vegetables being inſufficient to ſerve us daily, it was determined to make Oneehow the firſt opportunity: ſo early in the morning of the 10th January, Captain Portlock made the ſignal for weighing anchor. I have before obſerved, that he lay farther out at ſea than we did, ſo that he was favoured with a good Eaſterly breeze, at the ſame time we were becalmed, and could not poſſibly anſwer his ſignal. After making a ſhort board, finding the wind light and

1787. January. baffling, Captain Portlock came to anchor pretty near his old ſituation.

At five o'clock in the morning of the 11th, a ſtrong breeze ſpringing up at Eaſt South Eaſt, we weighed and made ſail, ſtanding directly for Oneehow; the breeze continued during the forenoon, with thunder, lightning, and rain. At noon, the Weſt end of Atoui bore North 21 deg. Eaſt, ſeven leagues diſtant; and the high land on the South end of Oneehow, South 70 deg. Weſt. We fully expected to have anchored at Oneehow by three o'clock, but before that time, the wind veered to the Weſtward, which made it impoſſible for us to attempt it.

From the 11th to the 18th, we had freſh Weſterly and Northerly breezes, light baffling winds intervening at times.

On the 15th, the King George weathered the South point of Oneehow; and on the 16th, we loſt ſight of her, which made us conclude ſhe had come to an anchor: our veſſel being very foul, could not work to windward equal to the King George, ſo that we contented ourſelves in plying between the iſlands, making longer or ſhorter boards, as circumſtances required; however, we could not help repining at our ſituation, when compared with that of our fellow-voyagers; but the event ſhewed, that they were far from being in an enviable ſituation. During this time we took care to ſtretch well to the Southward and Eaſtward, a precaution which proved exceedingly neceſſary; for on the 19th, a ſtrong gale of wind came on at South Weſt, with a very heavy croſs ſea, which continued till noon on the 21ſt.

In

In the afternoon of the 20th, the weather being thick and hazy, we loſt ſight of land, and did not ſee it again till near noon on the 22d, when Atoui bore from North 15 deg. Eaſt, to North 55 deg. Weſt; diſtant about four leagues. 1787. January.

During this gale, we were under great apprehenſions for Captain Portlock's ſafety, as his ſituation we knew muſt be a very critical one, no harbour at Oneehow affording the leaſt ſhelter from a Southerly or Weſterly wind. But at one o'clock on the 22d, we ſaw the King George, to our great ſatisfaction, bearing Weſt by North, about three leagues diſtant.

From her ſituation, it was evident, that ſhe had ſailed round Oneehow, and we did not doubt but that ſhe had been obliged, by the violence of the gale, to ſlip, or cut her cables, and run to ſea. The wind continued weſterly till the 25th, when it veered to South Eaſt, and ſoon afterwards to North North Eaſt; this being favourable for us, and likely to continue from that quarter, we again ſtood for Oneehow, and in the evening of the 26th, came to anchor in Yam Bay, in twenty-nine fathom water, over a ſandy bottom; the extremes of Oneehow bore from South Eaſt to North by Weſt, a mile and half diſtant from ſhore; the Iſland Tahoora South 48 deg. Weſt.

During the 27th, the wind kept at North North Eaſt, but blew ſo freſh, that our ſituation was by no means an eligible one. Our principal motive in coming to Oneehow was, to procure a ſupply of yams, they being the only root this iſland affords, which will keep for any time; but the ſurf ran ſo high, that very few canoes ventured off to us. The ſame reaſon operated againſt our attempting to ſearch for the anchors left here by Captain Portlock. The

King

1787. January. King George laying near two miles from us, we hove up our anchor in the morning of the 28th, and after making a few boards, came to with our beſt bower, in twenty-ſeven fathom water, over a bottom of ſand, mixed with coral, about two miles diſtant from ſhore, and at a convenient diſtance from the King George. Our fears for Captain Portlock during the gale, were but too well founded; he had been reduced to the neceſſity of cutting his cables, and running to ſea; and though he embraced the moſt favourable opportunity of doing this, yet he had barely room to weather the breakers at the North point of the bay. This was a moſt ſtriking leſſon for us, in regard to our future conduct, and pointed to us the manifeſt impropriety of murmuring at---may I be allowed to ſay?---the diſpenſations of Providence!----Had we been fortunate enough to have made Yam-Bay at the time the King George did, 'tis impoſſible to ſay what our ſituation would have been, or where we might have drove, when neceſſity forced us to quit it: but *few* of us were philoſophers enough to acknowledge with the Poet, that

" The ways of Heaven are dark and intricate,
" Puzzl'd in mazes and perplex'd in errors,
" Our underſtanding traces 'em in vain,
" Loſt and bewilder'd in the fruitleſs ſearch;
" Nor ſees with how much art the windings run,
" Nor where the regular confuſion ends."

'Tis impoſſible for me, when circumſtances of this ſort are immediately before my eyes, to avoid moralizing in ſome degree, eſpecially when I meet with a ſet of men who attribute any *ſuppoſed* evil that befals them to *miſconduct*; any temporary ſucceſs to *good-fortune*, entirely forgetting, that 'tis a gracious Providence who " directs, impels, and rules the whole."

2

I ſhall

I ſhall therefore, in future, make no kind of apology for digreſſions of this ſort, however foreign they may be to my narration, as I am ſenſible thou wilt make every kind allowance for the imperfections of thy aſſured friend, 1787. January.

W. B.

ONEEHOW, 29th Jan.

LETTER XXV.

IN the afternoon of the 28th of January, the wind veered to the Weſtward, blowing a freſh breeze; this made us apprehend a return of unſettled weather, and experience having taught us, that there was no laying here with a Weſterly wind, it was determined to get to ſea, ſhould the breeze continue from that quarter.

On the 29th, about two o'clock, the wind ſtill Weſterly, Captain Portlock made the ſignal for weighing anchor: by three we made ſail, and ſtood along the coaſt, intending to ſtretch well to the Southward and Eaſtward, that at all events, we might keep clear of the land

During the 30th, the weather was tolerably fine, and the wind ſhifting to North Weſt, it was judged proper to make Wymoa-Bay, Atoui, which we did, and came to anchor about eleven o'clock, about two miles to the Eaſtward of our old ſituation, in twenty-

five

1787. February. five fathom water, over a ſandy bottom; the extremes of the land from South Eaſt by Eaſt to Weſt three quarters North.

On the 31ſt, we moored with both bowers, determining to ſtay here whilſt the weather permitted, this bay being greatly preferable to the road at Oneehow; and as it was yet too ſoon by ſix weeks for us to think of proſecuting our Voyage to the Northward, the objects of our preſent concern were to ſtation the veſſels where they could lie with moſt ſafety, and at the ſame time, where the beſt ſupply of proviſions and water could be procured; on theſe latter accounts, if we except the article of yams, Atoui was by far the moſt deſirable ſituation now within our reach.

From the 1ſt to the 8th of February, we had light variable winds, with fine moderate weather. The veſſels now laying much nearer to each other than before, we frequently were favoured with Abbenoue's company; with the help of a few preſents, he became our very good friend, and we frequently found the good effects of his influence, which was not a little, in getting our various wants ſupplied.

Abbenoue is of a middle ſize, and appears to be about fifty years old: when we firſt ſaw him at Oneehow, his body was almoſt covered with a white ſcurf, and his eyes ſeemed weak, occaſioned by an immoderate uſe of the Ava; but he then diſcontinued the drinking it at our requeſt. The good effects of this moderation were viſibly ſeen, for his ſkin began to reſume its former colour, his eyes looked freſh and lively, and he had altogether the appearance of health and vigour. He has a ſon named Tyheira, whoſe authority ſeemed pretty extenſive, and who ſeemed equally ſolicitous to render us friendly offices; but he was far from

from poſſeſſing the activity or intelligent powers of his father, nor was his friendſhip of the ſame free, diſintereſted kind, all his actions evidently being influenced by mercenary, intereſted views; and to effectually ſecure his attachment, it was ſometimes neceſſary to have recourſe to a bribe, and he would accept of a ſmall toe, or even a nail, ſooner than miſs a Matano, or preſent. Beſides the friendly offices of Abbenoue and Tyheira, we had frequent viſits from two other Chiefs, who frequently ſupplied us with hogs and vegetables; their names were Toetoe, and Nomaitahaite; but the latter was always known by us under the denomination of Long-ſhanks, from his being remarkably tall and thin, and his legs and thighs appearing too long for his body. Toetoe is well advanced in years, and appears greatly debilitated by the immoderate uſe of Ava, but unlike Abbenoue, he cannot form a reſolution to leave it off. He appears to poſſeſs a very large portion of taro plantations, and ſupplied us with larger quantities of that root, than any of the other Chiefs, and was always perfectly ſatisfied with whatever was offered him in return. 1787. February.

Long-ſhanks alſo, was very aſſiduous in ſupplying our wants; and though his authority is greatly inferior to that of Abbenoue, or Toetoe, yet we found him extremely uſeful on many occaſions; though it muſt be confeſſed, that like Tyheira, he was mercenary in his demands, and continually begging ſomething or other, by way of Matano. I had forgot to obſerve, that we had been frequently viſited by a brother of the King, who always came in a fine large double canoe, attended by a number of inferior Chiefs; but, whether traffic was reckoned beneath his dignity, or from I know not what motive, he ſeldom brought any thing with him to diſpoſe of; ſo that curioſity, no doubt, principally induced him to viſit us. His daughter, a fine child about ſeven years old, generally

1787. February. along with him; he treated her with a fondneſs truly paternal, carrying her for the moſt part in his arms, and when fatigued, his attendants anxiouſly ſtrove which ſhould have the honour of bearing little Miſs, till the father again reaſſumed his pretty charge. On expreſſing a deſire to come on board, ſhe was handed over the ſide with the utmoſt care, and when on board, was never ſuffered to ſtand on the deck, but always kept in the arms of her father, or one of the attendants, who, we underſtood, was a relation. Captain Dixon made her a preſent of a bead *Eraie*, or necklace, with which ſhe was wonderfully pleaſed.

The attention and tenderneſs ſhewn to this little girl, ſo totally different from what we had hitherto ſeen, gave us an idea of the manner in which the female children of the Arees are treated, and may ſerve to throw ſome light on the general character of theſe people.

For ſome days we were ſupplied by the Chiefs I have juſt mentioned, with a few hogs, taro, &c. ſufficient, as they thought, for our daily conſumption; none of the petty Chiefs, or common people coming near us. Abbenoue informed us, that the people were tabooed, and that nobody durſt bring any thing to ſell, not even water, till the King had paid us a viſit, which he propoſed to do very ſhortly.

We never could learn the true cauſe of this taboo being laid on, and which it ſeems did not extend to the principal Chiefs; though if we compare it to the ſame ſituation at Whahoo, under ſimilar circumſtances, there is good reaſon to ſuppoſe, that it is done in order to exact ſome tribute or acknowledgment from the people, for the privilege of trading with us.

On

On the 5th of February, the King paid us his promiſed viſit. He came in a large double canoe, attended by a number of Chiefs, excluſive of the men who paddled the canoe. Amongſt the attendants was Piapia, who, I informed thee, Captain Portlock brought from Whahoo. It ſeems Piapia had taken ſuch a liking to his ſituation, that he was determined to ſtay at Atoui, and had entirely given up his intention of going to Pritane. Indeed Captain Portlock gueſſed this would be the caſe, and on that account the more readily brought him from Whahoo. His deſire to leave his native country originated, no doubt, from a love of novelty; and this love of novelty, or variety, call it which thou wilt, ſhews itſelf amongſt young people, in a greater or leſs degree, in the moſt civilized part of the world. 1787. February.

The keen edge of this novelty was a good deal wore off, before we anchored at Atoui, and when Piapia went on ſhore there, and found himſelf in the midſt of his friends and relations, whom he had not ſeen for a conſiderable time, ſome of them perhaps not at all, 'tis no wonder that the little predilection he now had for his new voyage, was entirely deſtroyed; and that he ſhould reſolve to take up his abode with his former friends.

But to return to his Majeſty:---his name, if I underſtood him right, is Tiara; he is a good-looking middle-aged man, and favours Teereteere, King of Whahoo, whoſe brother, it ſeems, he is very much, but he appears to be a man of ſuperior knowledge, and a better capacity. He aſked many queſtions about the veſſel: In what manner we ſteered her? How we managed the ſails? &c. He admired the compaſs very much, and ſeemed to comprehend, that it was our guide to various parts of the world: he was particularly anxious to know which part of the compaſs pointed to-

1787. February. wards Pritane, and how far it was off: in ſhort, he was very inquiſitive; many of his queſtions were remarkably pertinent, and ſo far from being aſked merely to gratify an idle curioſity, (though even then they would have been natural enough) that they manifeſted an eager deſire of information, and evidently ſhewed, that the queſtioner was poſſeſſed of ſtrong natural abilities.

Before his Majeſty left the veſſel, Captain Dixon made him a preſent of a few toes, and ſome beads, which pleaſed very much, and he told us the taboo ſhould be taken off, and the people ſuffered to trade with us as before. He was as good as his word, and in a day or two, things were in their former channel, the natives bringing us hogs, taro, ſugar-cane, cocoa-nuts, plantains, water, curioſities, &c. as uſual.

I have before obſerved, that the weather was moderate and fine; and that this opportunity might be improved to the beſt advantage, the carpenters of both veſſels were very buſily employed in caulking the decks, ſides, and wherever occaſion required; the ſtern, and quarter-boards were freſh painted, and the ſides paid with a compoſition of pitch, tar, and oil. The rigging was overhauled, and any occaſional repairs made that were found neceſſary; and that nothing might be omitted which could poſſibly conduce towards perfectly eſtabliſhing the health of our ſhips companies, and enable us to proſecute the approaching ſeaſon with vigour, an agreement was made with Abbenoue for our people to recreate themſelves on ſhore, without being moleſted by the natives; he alſo was to provide ſufficient refreſhments for them, when there.

I was

I was on ſhore in one of theſe parties of pleaſure; an account of which excurſion, and the ſumptuous dinner provided for us by Abbenoue, ſhall be the ſubject of my next. Mean while believe me to be ſincerely thine, 1787. February.

W. B.

Atoui, 9th Feb.

LETTER XXVI.

IF my memory ſerves me right, I promiſed thee, at the concluſion of my laſt, ſome account of an excurſion I had made on ſhore at Atoui, and the reception I met with there. Promiſes, in my humble opinion, whatever the generality of the world may think, ſhould ever be held ſacred and inviolable; therefore I ſhall endeavour to fulfil mine, in the beſt manner I am able.

The weather, in the morning of the 9th of February, being fine, I went along with Mr. White, and ſeveral of our people, to take a day's recreation on ſhore. When we got near the beach, the ſurf ran ſo high, that we brought our boat to an anchor two cables length from it; but our good friend Abbenoue had taken care to provide againſt this inconvenience, and got a number of his people ready with canoes to land us, which they did as ſafely, and with as much expedition, as a London Waterman could do at Tower Stairs.

We

1787. February.

We landed close by the fresh water river I mentioned when we first came to anchor at this island, and which bore nearly North East from the ships. Before we walked into the country, Abbenoue took us to a place hard by, in order to shew us what was preparing for our dinner. We here found some of his servants cleaning a very fine hog, which he told us was to be baked, together with some taro; and that he hoped there would be *arouarou*, or, great plenty. We assured him there would be quite sufficient for us all, which seemed to please him greatly; and he cautioned us not to walk too far, as dinner would be ready by twelve o'clock: this he explained by pointing to the sun; after which, Abbenoue left the management of the feast to Tyheira, as he wanted to be on board the ships.

Having frequently heard our people who had been on shore speak of a village, called by the natives *A Tappa*, where a great number of people were commonly employed in manufacturing cloth, curiosity prompted me to walk to that place first, as I found it was not more than three miles distant, so that I could easily get back by Tyheira's dinner-time. Great numbers of the inhabitants crouded about us, when we first landed, but our people walking different ways, just as fancy or inclination led them, the natives were divided into different parties, and I was very little incommoded in my walk. One man was particularly assiduous in rendering me any little services; he not only offered to shew me the way to A Tappa, but to attend me the whole day, for a large nail: though I fully expected him to run away from me after he got his nail, which he stipulated to receive before we set out, yet I determined to try him, and at the same time endeavoured to secure his fidelity, by promising him a Matano in the evening.

The

The country, from the place where we landed to A Tappa, is tolerably level, and for the ſpace of two miles, very dry. The ſoil here is a light red earth, and with proper cultivation, would produce excellent potatoes, or any thing that ſuits a dry ſoil; but at preſent, it is entirely covered with long coarſe graſs: the inhabitants, I ſuppoſe, finding plenty of ground near their habitations, more conveniently ſituated for their various purpoſes. So far, the ſpace from the beach to the foot of the mountains, is about two miles in breadth; but from hence to A Tappa, it grows gradually narrower, till it terminates in a long ſandy point, which I have already obſerved, is the Weſt extreme of Wymoa Bay. 1787. February.

A Tappa is a pretty large village, ſituated behind a long row of cocoa-nut trees, which afford the inhabitants a moſt excellent ſhelter from the ſcorching heat of the noon-day ſun. Amongſt theſe cocoa-trees is a good deal of wet ſwampy ground, which is well laid out in plantations of taro and ſugar-cane.

I had laid my account in ſeeing their method of manufacturing cloth; but here I was miſtaken; a number of our people, prompted by the ſame curioſity as myſelf, were got to A Tappa before me, where "Labour ſtood ſuſpended as we paſſed." The people flocked eagerly about us; ſome aſking us to repoſe ourſelves under the ſhady branches of trees planted about their doors; others running to the trees for cocoa-nuts, and preſenting them to us with every mark of kindneſs and good-nature; in ſhort, every inhabitant of the village was fully employed, either in relieving our wants, or gratifying their curioſity in looking at us.

Whilſt a party of us were buſied at the door of one of theſe kind ſtrangers, I heard a rattling of ſtones, as if thrown with violence;

1787. February. and at the ſame moment all the natives ran away from us with precipitation. On turning about, I ſaw Tyheira coming towards us; it ſeems he was afraid that the people would be troubleſome by crouding about us, and on that account he took this method of driving them away. This was the moſt convincing proof I had hitherto ſeen, of the very great power the Arees have over the common people. Any of the ſtones thrown by Tyheira were at leaſt ſufficient to have lamed any one they might happen to hit; yet the natives bore it with the moſt patient ſubmiſſion.

Tyheira informed us, that by the time we got back to our landing-place, dinner would be ready. For this piece of intelligence, we were obliged to him; but he preſently ſpoiled all, by ſoliciting very earneſtly for a Matano: however, it was not worth while to refuſe him, ſo he collected ſix or eight nails, which ſatisfied him very well for the preſent.

The day being very ſultry, we walked leiſurely back, and I returned by a different path from that I had taken, in going to A Tappa. On examining the graſs, which in moſt places is higher than the knee, I found it not altogether of a rough coarſe ſort, but intermixed with various ſorts of flowers, together with different graſſes, of the meadow kind; ſo that I have no doubt, with proper management, it would make excellent hay. By the time I got on the beach, dinner was nearly ready, and a large houſe, which Abbenoue had for ſtowing away his canoes, was appropriated for our reception.

During this time, Tyheira was buſily employed in collecting our people together, which having done, he ordered dinner to be ſerved up. It would have excited the laughter of a tavern-cook, in no ſmall

ſmall degree, had he ſeen our dinner brought in; and I can aſſure thee, the ſight added greatly to my entertainment. 1787. February.

There were no leſs than four ſervants concerned in this buſineſs; one brought in a large calabaſh of water; another, a parcel of cocoa-nuts; a third, a bowl full of fine baked taro; and the laſt, uſhered in by Tyheira himſelf, brought the hog, laid very decently on a large circular wooden diſh. This done, the laſt man, who appeared to be the head cook, poured ſome water over the hog, and rubbed it with his hands, letting us underſtand, that by this means he ſhould make excellent gravy. This part of the ceremony we could well have diſpenſed with, but it could not be avoided, without offending our hoſt; and indeed our appetites, at this time, were not remarkably delicate; for my own part, I eat an exceeding hearty dinner, and I believe moſt of the party followed my example. All this time, Tyheira's attendants were ready to open cocoa-nuts for us, whenever we required to quench our thirſt, and in ſhort, paid every attention we could have expected, had we dined at a guinea ordinary.

I will take an opportunity of deſcribing their method of cooking hereafter; this I can tell thee, that the hog was done to a *turn*, as cooks phraſe it: the taro much better baked than we could poſſibly do it on board; and the whole repaſt, (if we except the method of making gravy) was managed with a degree of decency and cleanlineſs, little to be expected in a place ſo very remote from civilized refinements, and where nature and neceſſity alone have furniſhed the utenſils for preparations of this ſort.

After dinner I was determined to make an excurſion in a different part of the country to that where I had been in the morning; and

1787. February. and the valley along the river ſide ſeeming to promiſe the greateſt variety of any part within my reach, I fixed on that for my afternoon's ramble.

When I got on the banks of the river, one of the natives was paddling backwards and forwards in a ſmall canoe, ſeemingly for his amuſement: on this it occurred to me, that a cruize by water would be an agreeable variety, and perhaps give me an opportunity of ſeeing part of the country on the oppoſite ſhore, and more eſpecially, as on the ſide of the hill directly facing me, there was a high wooden pile, ſeemingly of a quadrangular form, which I wiſhed to examine. A couple of nails engaged my new waterman, and he took me with pleaſure for a paſſenger.

I could not prevail on the man to land me near the place I have juſt been ſpeaking of; he gave me to underſtand, that the pile I was deſirous to ſee was a *Morai*, or place where they buried their dead, and that he durſt not go near it.

Being diſappointed in my expectation of examining this burying place, I directed the man to paddle leiſurely up the river, that I might have an opportunity of viewing the ſurrounding proſpects which preſented themſelves to me, though theſe are very confined, the valley being not more than a mile over, in its wideſt part, and narrowing gradually as you advance higher up.

The river is not one hundred yards over, in the wideſt part, but in many places much narrower; it glides along in a ſmooth pellucid ſtream, ſcarcely perceptible, though this, I ſhould imagine, is not the caſe in rainy weather, as the Eaſtern ſhore is ſteep and rocky.

Theſe

1787. February.

Theſe rocks ſeem to be in a great meaſure covered with a thin ſtrata of the light red earth I have before ſpoke of, and which, I doubt not, is waſhed into the river beneath by every haſty ſhower of rain; ſo that the water of this river is frequently muddy, and its ſtream rapid; how far it branches out into the iſland, I cannot ſay, but there is reaſon to ſuppoſe, from the appearance of the country, that its ſource is derived nearly from the center of the iſland.

After we had proceeded about half a mile up the river, my man jumped haſtily out of the canoe, without giving me the leaſt notice, by which means it was near being upſet. I was not alarmed at this circumſtance, as the water was not out of my depth; but I was rather ſurpriſed to hear *Berre, Berre*, called aloud, by a voice which I had ſome knowledge of: on looking round, I ſaw one of the natives making haſtily towards us, through the water, and the ſame moment recognized the man I engaged to attend me in the morning. I had miſſed him during dinner time, and not ſeeing him afterwards, concluded he had left me; but it ſeems the Matano I had promiſed him, operated ſo powerfully, that he had watched my motions the whole afternoon, and now took an opportunity to remind me of his diligence in attending me, and his concern for my welfare whilſt on the water.

My waterman (if I may ſo call the man who belonged to the canoe) now got into her, and we proceeded up the river; he jumped out only to bale the water, which, being leaky, ſhe made pretty faſt. By the time we had cruized about two miles up the river, the afternoon was pretty far ſpent; this made me think of returning, eſpecially as the valley which lies to the Weſt of the river, and through which I muſt paſs in my way to the beach, ſeemed to promiſe a good deal of variety.

1787. February.

The land on the Eaſt ſide of the river is here much eaſier of acceſs, than down at the Morai; ſo that I might have taken a walk into that part of the country, had time permitted. This, however, not being the caſe, I was obliged not only to relinquiſh that, but alſo my original intention, of tracing the river to its ſource, though from what I could diſcern, the paſſage is not ſufficiently level for canoes much farther up the country than where I was at preſent, and which may be called about two miles from the ſea-ſide.

Having diſmiſſed the canoe, I went towards a ſtraggling village, at a ſmall diſtance from the river; here I met ſeveral of our people, who had walked up the valley amongſt the plantations.

Some of them had been a conſiderable diſtance farther up, but none ſo far as the river head; they confirmed me, however, in my conjecture, that it was not navigable for canoes more than half a mile higher up.

We learnt that this village was the place of Abbenoue's reſidence, and were ſhewn ſeveral houſes which belonged to him; but that he had not been on ſhore ſince the morning, having been all the day with Popote, or Captain Portlock.

There are a number of houſes ſcattered here and there all the way, from this village to the beach; and as we walked leiſurely along, the inhabitants were continually preſſing us to ſtop a while, and repoſe ourſelves under the trees, which generally grow about their habitations. It was evident that this was not done merely to gratify a wild impatient curioſity, but proceeded from a kindneſs and good-natured hoſpitality, which did them infinite credit. A heart-felt joy was viſibly ſeen in the countenance of any one whoſe houſe

houſe we happened to ſtop at, and the whole family would croud about us, bringing cocoa-nuts to quench our thirſt, fanning ſuch of us as ſeemed fatigued with walking, and in ſhort, ſedulouſly endeavouring to render us every kind office in their power. 1787. February.

The valley all the way we walked along to the beach, is entirely planted with taro; and theſe plantations are laid out with a great deal of judgment.

The ground is very low, and the taro grounds are entirely covered with water, and ſurrounded with trenches, ſo that they can either be drained, or freſh watered, from the river at pleaſure. They are laid out in a variety of forms, according to the fancy of the different owners, whoſe various ſhares are marked with the moſt ſcrupulous exactneſs: theſe are interſected at convenient diſtances by raiſed foot-paths, about two feet wide. I ſhould obſerve, that theſe plantations range entirely along the river-ſide, and the houſes I have been ſpeaking of are ſituated to the Weſtward of the extreme path. The trees, which are pretty numerous about the houſes, are generally the cloth mulberry.

The houſes, and whatever elſe I ſaw worthy of notice, ſhall be the ſubject of a future letter; at preſent I ſhall cloſe the ſubject, by obſerving, that whether we regard the ſound judgment and (I had almoſt ſaid ſcientific) ſkill with which theſe grounds are laid out, or the cloſe attention and unremitting diligence ſhewn in their cultivation, in either of theſe points of view, they would reflect credit even on a *Britiſh* huſbandman.

By the time we got to the beach, the day was far ſpent; our boat was already come for us, and lay at anchor much in the ſame ſituation

1787. February. situation as in the morning. Great numbers of the natives were collected together on the beach; many to take their leave of us, and others were very importunate for a Matano, amongſt whom was the man I engaged to attend me in the morning: he got two nails from me, with which he was perfectly ſatisfied, a poor reward, thou wilt ſay, for a long, weariſome day's attendance! However, it ſerved to remind me of thoſe good old Engliſh times, when the diligent labourer had the alternative of a penny, or a peck of wheat for his day's hire.

Abbenoue's people attended with their canoes, to paddle us through the ſurf to our boat, as in the morning, and we got ſafe on board ſoon after ſun-ſet.

The pleaſure I experienced during this day's excurſion, is infinitely ſuperior to any thing of the kind I ever met with; and if this imperfect account gives thee the leaſt ſatisfaction, it will ſtill heighten that of thy aſſured friend,

W. B.

Atoui, 11th Feb.

LETTER

1787.
February.

LETTER XXVII.

HAVING given thee an account of my excurſion at Atoui, I ſhall now return to our tranſactions on board.

Towards the 8th of February, the weather grew cloſe and ſultry, attended with a good deal of lightning. In the night of the 9th, a freſh breeze ſprung up from the Southward; and at five o'clock the next morning, we parted our ſmall bower cable twenty-one fathom from the anchor.

We ſtill had a ſtrong Southerly breeze, and an increaſing ſwell, ſo that any efforts to recover our anchor would have been ineffectual; all that we could do at preſent was to leave two or three buoys as near as we could gueſs where the anchor lay, the buoy which was ſtreamed when we came to anchor being ſunk.

During the afternoon and evening of the 10th, our ſituation was very diſagreeable: the weather was very ſqually, with thunder, lightning, and heavy rain, the wind blowing ſtrong at South Weſt and South South Weſt; ſo that if neceſſity had forced us to ſlip our cable, there was no probability of clearing the land.

In the afternoon of the 11th, the wind veered to the Weſtward, and grew more moderate, which lowered the ſwell greatly. Though the ſea ran very high, our friend Long-ſhanks came off to us this afternoon, bringing ſome taro along with him; he did not fail to

1787. February. magnify this piece of ſervice, and was rewarded accordingly, though we were not without roots, having luckily bought a large quantity of taro before the bad weather came on.

The weather being ſo exceedingly unpromiſing, it was determined to leave this place; ſo at three o'clock in the morning of the 12th, Captain Portlock making ſignal, we weighed anchor, and made ſail, ſtretching to the Southward with a light breeze at North Weſt.

From the 12th to the 15th, we kept plying towards Oneehow, but were prevented from making it, by light variable winds. During this time, we had cloſe, ſultry, cloudy weather.

In the forenoon of the 16th, a freſh breeze ſpringing up at North Eaſt, we ſtood right for Oneehow; and in the afternoon, came to anchor in Yam Bay, in twenty-nine fathom water, over a ſandy bottom; the extremes of the bay bore from South 20 deg. Eaſt to North 15 deg. Eaſt; the body of Oreehoura North 40 deg. Eaſt; and Tahoura South 30 deg. Weſt, about two miles diſtant from ſhore.

Our grand object at this place was to recover the anchors which Captain Portlock left here; ſo at day-break in the morning of the 17th, the boats from both ſhips were ſent to ſearch for them: fortunately the weather was moderate, and the ſea tolerably ſmooth, ſo that by two o'clock in the afternoon, the King George had got both her anchors on board, which was a moſt lucky circumſtance, and more eſpecially, as the anchor we had left at Atoui might almoſt be given over for loſt.

1787. February.

During this time, we were buſily employed on board, in purchaſing yams and water from the natives, who had attended us pretty numerouſly, and brought a good quantity of yams, which proved a very ſeaſonable ſupply, moſt of our roots being expended.

About three o'clock in the afternoon, the wind ſhifting to the Southward, we weighed anchor, and ſtretched towards the North Weſt, intending, ſhould Southerly winds continue, to make Atoui, through the paſſage by Oreehoura, and try to recover our anchor; but we now had freſh reaſon to ſuppoſe, that the wind near theſe iſlands is always variable; for from the 17th to the 23d, we had light variable winds, frequent calms intervening, ſo that we kept ſtanding to the Northward and Eaſtward, making longer or ſhorter boards, as occaſion required. Atoui generally bore about South South Eaſt, and Oneehow, South Weſt.

Whilſt we were plying in this uncertain ſtate, we had an opportunity of viewing the North Coaſt of Atoui, or that part of the iſland directly oppoſite Wymoa Bay. The ſhore down to the water's edge, is in general mountainous, and difficult of acceſs: I could not ſee any level ground, or the leaſt ſign of this part of the iſland being inhabited, at leaſt by any conſiderable number of people; ſo that there is every reaſon to ſuppoſe the South ſide of the iſland contains nearly the whole of the inhabitants.

During the 24th and 25th, we had moderate weather, and generally light winds; a freſh breeze at Eaſt North Eaſt ſometimes intervening.

In the morning of the 26th, we worked through the paſſage between Oreehoura and Atoui. At noon, the extremes of the latter

1787. March. latter iſland bore from North to North 58 deg. Eaſt; and Oneehow Weſt, 8 deg. South.

In the afternoon, and the whole of the 27th, we had freſh variable breezes; but the forenoon of the 28th, being fine, and the wind blowing a moderate breeze from the Eaſtward, we came to anchor in Wymoa Bay, in thirty-ſeven fathom water, over a ſandy bottom.

Our motive for coming to this place was to ſearch for our anchor, and the whale-boat was immediately hoiſted out for that purpoſe; but all our endeavours were ineffectual, though we had taken exact bearings of the place where it was loſt, and the water was tolerably ſmooth: the buoys we had left were either drifted away, or ſtolen by the natives.

The weather during the 1ſt of March was moderate and fine, ſo that we hoped to procure a ſupply of hogs and vegetables; but the inhabitants we found were tabooed, and nobody came near us except a few of the inferior Chiefs, who brought us a ſmall quantity of taro.

We had reaſon to ſuppoſe, from every information we were able to procure, that the King grew tired of us, and had tabooed the people, in order to prevent any refreſhments being brought on board the veſſels, thinking from our frequent viſits, that we intended to ſettle at Atoui: indeed appearances might warrant a ſuppoſition of this kind. We had repeatedly anchored on their coaſt; cruized backwards and forwards, in ſight of their iſland; anchored there again; and, in ſhort, been long enough amongſt them

them to encourage a ſuppoſition, that we wiſhed to fix our abode at this deſirable ſpot. 1787. March.

If theſe motives actually induced Tiara to taboo the inhabitants, and I make no doubt but they did, it confirms what I have already ſaid, reſpecting his good ſenſe and penetration; nay, the moſt refined politician could not take a better method to drive away any unwelcome intruders, and whom at the ſame time he could not openly quarrel with, than by *ſtarving* them out---But to return:

The wind on the 2d ſhifting to the Weſtward, we weighed anchor at eight o'clock in the evening, and ſtood out to ſea; it was very fortunate for us that we did ſo, for the next day proved very ſqually, with heavy rain; the wind nearly South Weſt. At noon, Atoui bore from North North Eaſt to North 25 deg. Weſt; and Oneehow from North 60 deg. Weſt to 80 deg. Weſt; about ſix leagues diſtant. The afternoon proving thick and foggy, we loſt ſight of both iſlands.

The ſame foggy weather continued during the 4th and 5th, with ſtrong Weſterly gales of wind, and heavy rain, attended with a very heavy croſs ſea: this made us judge it moſt prudent to lay to, as we were not certain how the currents ſet, and were unwilling to ſtand out far from the land.

In the morning of the 5th, we ſaw Atoui, which bore from Weſt to Weſt South Weſt; and Whahoo, South South Eaſt. Towards the afternoon, the weather grew moderate, and the people were employed in getting in a new jigger-maſt, the old one being carried away: ſome iron work being required, the armourer was buſily employed about it, when a ſudden roll of the ſhip

1787. March. threw his anvil over-board. This was looked on as a very bad accident, as we had few toes ready made, and we knew they would be ſingularly uſeful in our future traffic.

During the 6th and 7th, we had freſh Weſterly breezes. In the morning of the 7th, Captain Dixon went on board the King George, and on his return, we ſteered Eaſt South Eaſt, our Captains having determined, if the wind kept to the Southward and Weſtward, to make Owhyhee; but all hopes of this ſort quickly vaniſhed, for in the forenoon of the 8th, the wind veered to Eaſt North Eaſt.

During the 9th and 10th, we plied to windward, expecting to find the wind ſtill variable; but it now ſeemed ſet in for a conſtant ſteady trade, ſo that in the forenoon of the 11th, we gave up any intention of making Owhyhee, and ſtretched again to the South Weſt.

Being favoured with a briſk, ſteady, Eaſterly breeze, early in the afternoon, we were within two miles of the North Weſt ſide of Whahoo. On ſeeing a ſmall village a little to the Weſtward, we lay to about three hours, expecting the inhabitants would bring us ſome hogs and vegetables, and more eſpecially, as this was a part of the iſland we had not been near before, but we had only two ſmall canoes came near us, and they bringing little or nothing, at five o'clock we made ſail, and ſtood to the Weſtward.

The extremes of Whahoo now bore from South 50 deg. Eaſt, to South 35 deg. Weſt; diſtant about three leagues. Excepting the ſmall village I have juſt mentioned, the North ſide of Whahoo appears to be uninhabited; neither is there any good ſhelter for a veſſel

veſſel to anchor in; the ſhore is generally ſteep and mountainous, and in that reſpect a good deal reſembles the North ſide of Atoui. 1787. March.

At ſeven o'clock in the morning of the 12th, we ſaw Atoui, and at noon, we were within a few miles of our anchoring birth, in Wymoa Bay. The weather was very fine, with a moderate Eaſterly breeze. We ſtood on under an eaſy ſail, expecting the natives would bring us ſome refreſhments, but not a ſingle canoe appeared in the bay: this ſufficiently confirmed our former opinion, that the King was determined to ſtarve us from the iſland. At ſix o'clock, the extremes of Atoui bore from North 10 deg. Weſt, to North 56 deg. Eaſt; and the North end of Oneehow, from Weſt to Weſt by South.

All hopes of procuring any quantity of hogs were now given up, and the only thing we waited for, previous to the proſecution of our Voyage to the Northward, was a ſupply of yams from Oneehow, which entirely depended on our meeting with a ſteady Eaſterly wind.

During the 13th, we had light variable winds; towards the evening, the ſky grew black and lowering; the air was exceeding cloſe and ſultry, and the night was almoſt one continued ſtorm of heavy rain, attended with violent thunder and lightning. Light airs, and intervening calms, attended us the greateſt part of the 14th; but about ſix o'clock in the afternoon, a freſh breeze ſprung up at Eaſt North Eaſt, on which we hauled our wind to the Southward during the night, expecting at day-break to bear away for Oneehow; but at ſix o'clock in the morning of the 15th, the wind ſhifting to Eaſt South Eaſt, Captain Portlock hauled his wind, contrary to our expectation, and ſteered North Eaſt. At noon, the

1787. March. the extremes of Atoui bore from North to North 35 deg. Weſt. During the day, we had a fine breeze at South Eaſt, and clear weather. Our latitude at noon was 21 deg. 29 min. North, and 159 deg. Weſt longitude. At ſix o'clock, the North Eaſt end of Atoui bore North 42 deg. Weſt, thirteen leagues diſtant; and the body of Whahoo Eaſt. The breeze continued ſteady all night; and in the morning of the 16th, being quite clear of all the iſlands, we ſteered due North, with a briſk Southerly gale.

Thus have we left theſe iſlands a ſecond time, and are now ſtanding for the American Coaſt, on the pinnacle of expectation. My next ſhall be an account of our paſſage thither. Adieu.

W. B.

Off Atoui, 16th March.

LETTER XXVIII.

BEFORE I proceed with my account of our paſſage to the North Weſt Coaſt, let me ſay a few words reſpecting our departure from Oneehow, at a time when what we had been ſtriving for weeks to obtain, was apparently within our reach.

As the weather in the night of the 14th, and during the 15th of March, was moderate and clear, attended with a favourable Eaſterly breeze, which would have enabled us to come to at Oneehow

how with eaſe; and as a ſupply of yams, which we were morally certain of procuring there, would have been highly ſerviceable, it may ſeem ſtrange that Captain Portlock ſhould ſtand to the Northward at the moment when his every wiſh appeared eaſy to be accompliſhed: but it ſhould be remembered, that the weather previous to this time, had been very unſettled, and indeed we had ever found it ſo at Oneehow; that ſhould we not meet with contrary winds, there was every probability of our being becalmed under the land, which would be attended with conſequences equally diſagreeable, as it began to be high time for us to ſail to the Northward, in order to make up, if poſſible, for the deficiencies of laſt ſeaſon: however, be all this as it may, the event proved this ſtep to be extremely judicious, for the wind veering to the Southward, as I have already related, would have rendered it impracticable for us to lay at Oneehow. To return now to our Voyage. 1787. March.

During the former part of the 17th, we had a ſtrong Southerly breeze, with frequent ſhowers of rain. In the afternoon, the wind grew light and variable. The night was ſqually, attended with thunder, lightning, and conſtant rain.

In the morning of the 18th, we had a heavy gale of wind at South South Eaſt, with a heavy ſwell, and conſtant rain. This was the firſt fair gale we had met with ſince our leaving England. The gale continued during the day and greateſt part of the night, which being very dark, we lay to, and made ſail at five o'clock in the morning of the 19th, the weather being pretty moderate. Our latitude at noon was 27 deg. 24 min. North; and the longitude 158 deg. 17 min. Weſt.

From

1787. March. From this to the 23d, we had little variety, the wind freſh and variable, with cloudy weather. Our latitude at noon on the 22d, was 29 deg. 10 min. North; and the longitude being the mean of ſeveral ſets of lunar obſervations, 158 deg. 27 min. Weſt.

On the 24th and 25th, we had frequent ſqualls, attended with rain; the wind ſhifting from Eaſt South Eaſt to South South Weſt; the weather thick and foggy.

The 26th was moderate. Our latitude at noon was 34 deg. 59 min. North; and our longitude 159 deg. 30 min. Weſt. Contrary to our expectation, the fog cleared up on the 27th, and we had clear, moderate weather, with a fine Southerly breeze, which continued till the 29th, in the evening, when a freſh gale of wind came on from the Weſtward, with frequent ſhowers of rain, and thick foggy weather. We have conſtantly remarked, that South Weſterly winds, in theſe latitudes, viz. from 30 to 60 deg. North, never fail to bring thick fogs along with them.

In the morning of the 31ſt, the weather grew moderate. Our latitude at noon was 39 deg. 23 min. North; and the longitude 154 deg. 23 min. Weſt. During the afternoon, we had light variable airs, and cloudy weather. Towards the evening we ſaw ſeveral puffins, and a young ſeal came along-ſide, which clearly indicated, that land could not be far off: indeed when we ſailed laſt to the Northward, and nearly in the ſame ſituation, we were convinced, from ſimilar circumſtances, that there muſt be land not many leagues from us; but it was our misfortune, both at that time, and the preſent, to have ſuch thick, foggy weather, that had we ſailed within ten miles of high land, we ſhould have paſſed it unſeen.

From

From the 1ſt to the 4th of April, we had little variety; the wind generally blew freſh from South South Eaſt to South Weſt; the weather wet and hazy. Our latitude at noon, on the 3d, was 44 deg. 4 min. North; and the longitude 151 deg. 59 min. Weſt. The nights being very dark, we generally lay to, and made ſail in the morning at day-break. 1787. April.

On the 7th, at noon, our latitude was 47 deg. 21 min. North; and the longitude 148 deg. 39 min. Weſt; we ſaw ſeveral gulls, divers, and various other ſpecies of birds; ſea-weeds alſo frequently paſſed us.

In the afternoon of the 8th, we had a ſea-lion playing about the veſſel. From the 5th to the 9th, the wind was light, and chiefly to the Northward; but in the morning of the 9th, it ſhifted to South Weſt, with moderate weather, ſqualls of hail and ſleet ſometimes intervening. Our latitude at noon, on the 12th, was 52 deg. 46 min. North; and the longitude, being the mean of ſome lunar obſervations, 145 deg. 43 min. Weſt.

From this to the 16th, we had little variety; freſh variable winds and frequent ſqualls of ſnow and ſleet intervening. We here found the variation of the compaſs 19 deg. Eaſterly. The weather was ſeverely cold,, the thermometer on the 16th being at 25 deg. which is two and half lower than it ever was during Captain Cook's laſt Voyage, though he ſailed as far as 72 deg. North latitude.

On the 16th, at noon, our latitude was 58 deg. 9 min. North; and the longitude 149 deg. 23 min. Weſt. From this to the 18th, the weather was ſo thick and hazy, that we were not able to get an obſervation; and as it was impoſſible to ſee land at any diſtance,

1787. April. tance, we plied occaſionally, it being uncertain how far we were from the American Coaſt.

In the afternoon of the 18th, we had a ſudden ſquall from the Weſtward; but our ſails being handed in time, we did not receive the leaſt damage. The wind blew a freſh gale the greateſt part of the night; but in the forenoon of the 19th, it moderated, and the weather grew clear enough for us to get a meridian altitude, which gave 57 deg. 41 min. North latitude.

From the 20th to the 22d, we had thick hazy weather, with frequent ſqualls, and almoſt conſtant ſnow and ſleet, the wind generally blowing freſh at South Eaſt, and South South Eaſt. Our latitude, by account at noon on the 22d, was 59 deg. 1 min. North. This made us ply with caution, as we were certain the coaſt could not be far off; and the weather was ſo very hazy, that we could not ſee land a league from the veſſel.

In the morning of the 23d, the weather grew tolerably clear. Our latitude at noon was 59 deg. 9 min. and the longitude 147 deg. 55 min. Weſt, being the mean of two ſets of lunar obſervations. At one o'clock we ſaw land, bearing from North Eaſt by North to Weſt, ten leagues diſtant. At ſeven in the evening, we perceived the land to the Weſtward to be Foot Iſland, and that to the Eaſtward, Montague Iſland; ſo that we were ſtanding well for the paſſage into Prince William's Sound, which we in vain attempted to make, when laſt on this coaſt. At ſun-ſet, the entrance bore North 14 deg. Eaſt; and the South Eaſt part of Montague Iſland North 32 deg. Eaſt, about five leagues diſtant. The wind being light and variable, we ſtretched to the Eaſtward during the night; and in the morning of the 24th, a moderate breeze ſpringing up from

from the Weſtward, we ſet all ſail, and ſtood right in for the paſſage. At noon we were right in the entrance of the channel. Our obſervation gave 59 deg. 47 min. North latitude; and the longitude was 147 deg. 52 min. Weſt. 1787. April.

This place is laid down in Captain Cook's general chart, in 59 deg. 36 min. North latitude, which is eleven miles to the Southward of our obſervation, on which account, our gentlemen were particularly correct in taking their altitudes, and being favoured with a remarkably clear horizon, were able to determine the latitude to a certainty. This convinced Captain Dixon of the error in the chart above-mentioned, and evidently ſhewed, that the latitude had been ſettled by angles carried on from the ſun's meridian altitude at a diſtance.

The land in this ſituation bore from North 34 deg. Weſt to North by Eaſt; Green Iſlands North; diſtant from the South Eaſt point of Montague Iſland two miles. The breeze dying away in the afternoon, and there being no probability of our reaching the Sound, we ſtood into a deep bay, which now opened to the Eaſtward, and let go an anchor about five o'clock, in twenty-four fathom water, over a muddy bottom; the extremes of the land bearing from North Weſt to South Weſt.

Once more are we arrived at the buſy ſcene of action; and here I will take my leave of thee for the preſent, with a ſincere wiſh, that we may not verify the old adage, "The mountains labour," &c. Thine ever,

W. B.

Montague Island, 25th April.

1787.
April.

LETTER XXIX.

I LEFT thee at the concluſion of my laſt, immediately on our coming to anchor, and I doubt not by this time, thou art impatient to be acquainted with our proceedings. As I know nothing more diſagreeable than a ſtate of ſuſpence, I will immediately endeavour to relieve thee from it, in the beſt manner I can.

It ſeems, Captain Portlock's motive for coming to anchor, as already mentioned, was a ſight of two canoes, at ſome diſtance up the bay, which gave him reaſon to expect meeting with inhabitants, and conſequently that ſome buſineſs might be done; a thing we were moſt particularly anxious about, as this, our laſt ſeaſon, was already ſlipping away.

In the evening of the 24th, five canoes came along-ſide us, but brought no furs, or traffic of any kind. They ſaluted us by extending their arms, and a frequent repetition of the word *Lauleigh*, generally laying a great emphaſis on the latter ſyllable. This we underſtood as a friendly ſalutation, and returned it by ſimilar geſticulations, and a repetition of the word *Lauleigh*. On our enquiry for *Notooneſhuck*, which is the name they uſe for ſea otter's ſkin, they immediately pointed towards Prince William's Sound, repeating the words "*Nootka Notooneſhuck*," plenty, very frequently, and in the moſt earneſt manner. Some dogs we had on board, hearing ſtrangers about the ſhip, ran upon the gun-wale, and began to bark at them, on which the Indians directly called out, "Towzer, Towzer, here, here," whiſtling at the ſame time, after

the manner uſed to coax dogs in England. We were pretty much puzzled to account for theſe circumſtances, though it appeared very evident, from theſe people ſpeaking Engliſh, and having ſome idea of our manners, that an Engliſh veſſel either lay in the ſound at the preſent moment, or had been there very recently; but none of us could gueſs at the meaning of *Nootka*, though they repeated that word much oftener than any of the reſt. 1787. April.

Theſe canoes were covered with ſkins, the ſame as we had ſeen laſt ſeaſon in Cook's River: three of them were built for two men each, and the two others held only a ſingle perſon.

The ears of theſe Indians were ornamented with plenty of ſmall blue beads, but theſe, we had reaſon to ſuppoſe, were procured from the Ruſſians, as ſome knives and iron weapons which they ſhewed us, were evidently of Ruſſian manufacture.

Early in the morning of the 25th, our boats were ſent on ſhore for wood and water, both which were very eaſily procured. In the mean time, our Captains went all round the bay, and examined every adjacent creek and inlet, but found no inhabitants, nor any traces of recent habitations in this part, which made us conclude, that our viſitors were only a hunting party from Prince William's Sound; however, we made them ſome trifling preſents, hoping, that it might induce them not only to bring us furs, but alſo encourage their neighbours to follow their example: they ſeemed perfectly ſatisfied with the trifles we gave them, and told us, that they would return ſoon and bring *Notooneſkuck*, plenty.

We waited till the 28th, with the greateſt anxiety, in hopes that the Indians would return to trade with us; but in this we were diſap-

1787. April. diſappointed, ſo that it was determined to leave this bay the firſt fair wind.

At four o'clock in the morning of the 29th, a breeze ſpringing up at South Weſt, we unmoored, and ſtood out of the bay, but had ſcarcely reached the channel, which leads up into the ſound, when we were becalmed, and the tide being againſt us, we were obliged to get the boats a-head, in order to tow the veſſels in again, taking care, however, to come to as near mid-channel as was conſiſtent with our ſafety. At ten o'clock we let go an anchor, in twenty-three fathom water, over a muddy bottom, the extremes of the bay bearing from North 40 deg. Weſt to South 39 deg. Weſt, a mile diſtant from ſhore.

The weather during the 30th, was moderate, the wind light and variable; no Indians came near us, ſo that what faint hopes we had hitherto entertained of their return, now entirely vaniſhed.

This bay abounds with wild geeſe and ducks, but they were ſo very ſhy, that we could rarely come within muſquet ſhot of them. There are alſo great numbers of gulls; ſome eagles of the white-headed ſpecies, and great plenty of ſmaller birds, of various kinds, ſuch as ſand-pipers, ſnipes, plovers, &c. &c.

Our hooks and lines were generally over-board, but the only kind of fiſh we caught was a ſort greatly reſembling a flounder, and called by the ſailors ſand-dabs. The other marine productions found here, are muſcles, cockles, clams, crabs, and ſtar-fiſh. I ſhould not omit, that one of our people, in fiſhing with hook and line, caught a very remarkable ſubject, which I ſuppoſe to be a ſpecies of polypus: it ſeemed to be both of an animal and vegetable

table ſubſtance, and adhered to a ſmall ſwitch about three feet long. 1787. May.

The wind ſtill continuing light and variable, early in the morning of the 1ſt of May, both our Captains went in the whale-boats, on a ſurvey, and Captain Portlock left orders with Mr. Macleod to weigh anchor during his abſence, if the wind proved favourable. A number of the people from both veſſels had liberty given to recreate themſelves on ſhore; but a breeze coming on at South Weſt, at eleven o'clock a ſignal was made for the people to come on board. At two o'clock we unmoored, and made ſail, ſtanding up the channel towards Prince William's Sound. At ſix o'clock, being cloſe in ſhore, and the wind leſſening, we came to anchor in a bay to the Eaſtward, in twenty-one fathom water, over a muddy bottom. At ten o'clock in the evening, our Captains returned; they had met with no furs, and ſeen but very few Indians, and thoſe at a conſiderable diſtance from the place where we lay.

During the night we had light variable airs; but at ten in the morning of the 2d, a breeze coming on at South Weſt, we weighed and made ſail, ſtanding for the channel, betwixt the Green and Montague Iſlands. By ſix o'clock in the afternoon, the Green Iſlands were on our larboard beam. This paſſage is dangerous in the night, or in bad weather, the channel not being a mile in the broadeſt part free from ſunken rocks. In this ſituation we had ſoundings from twenty-five to ſix fathom water, over a ſandy bottom. Our breeze dying away, at ſeven o'clock we let go an anchor, in thirteen fathom water; but finding we were ſituated very near a ſunk rock, we hove it up again, and a light breeze ſpringing up, we were enabled to get into a bay in Montague Iſland. At nine o'clock

1787. May. o'clock we again came to, in thirteen fathom water, over a muddy bottom, mooring the ſhip with the kedge and ſtream cable.

During the greateſt part of the 3d, the weather was moderate; but in the night, a ſtrong gale of wind came on, at North Weſt, which making the veſſel ride very heavy, and labour much, we unmoored ſhip at ſix o'clock in the morning of the 4th, and began to warp towards the head of the bay. In the afternoon we came to with the beſt bower, in eight fathom water, and moored the veſſel with the ſtream cable, to a tree on ſhore.

It was the intention of our Captains, the firſt ſecure harbour we came into, to haul the veſſels on ſhore, in order that their bottoms might be thoroughly ſcrubbed, and a freſh coat laid on. This place being peculiarly fit for the purpoſe, early in the morning of the 5th, the King George was hauled on ſhore, and the people immediately ſet to work in ſcrubbing and cleaning her bottom; the carpenters were employed in repairing the damaged ſheathing. Mean while, it not being prudent for both veſſels to be on ſhore at the ſame time, our people were buſily employed; ſome in clearing the hold, and over-hauling the proviſions; others were ſent on ſhore to fill water; and the coopers were employed in repairing ſome butts, and other caſks that were faulty.

Whilſt all this buſineſs was going forward, with every exertion in our power, in order that nothing might be left unattempted, nor any opportunity loſt that we could poſſibly lay hold of, towards facilitating our grand object, early in the morning of the 5th, Captain Dixon took our whale boat, together with the King George's long boat and whale boat, all well manned and armed, in order to trade

trade in the adjacent ſound, or wherever he judged it likely to meet with inhabitants. 1787. May.

On the 6th, our cooper was employed in making ſpruce beer: as we expected to have frequent opportunities of ſupplying ourſelves with this wholeſome beverage on the American Coaſt, we brought out a quantity of yeaſt in bottles, prepared by a Mrs. Stainſby, of London; and it would be doing her injuſtice not to ſay, that the yeaſt was now found to anſwer our moſt ſanguine expectations, in working the ſpruce, being equally good as when firſt brought from England. The people were buſied in bringing water from ſhore, and ſtowing it away in the hold, which, by this time, was compleatly over-hauled.

On the 7th, the King George's bottom being nearly compleated, we ſtruck our top-maſts, and got every thing clear for hauling our veſſel on ſhore.

The tide ſerving at four o'clock in the morning of the 8th, we hauled on the graving bank. At eight o'clock we began to ſcrape her, and having cleaned one ſide, we breamed her, paying her afterwards with a compoſition of oil, tar, ſluſh, and chalk, this being the beſt coat we had in our power to lay on. At five in the afternoon, being nearly high water, we ſwung her, in order to clean the other ſide: we ſcraped it on the 9th, but the weather proving wet and unfavourable, ſhe could not be compleated; ſo that what hands could be ſpared, were ſent on ſhore to cut wood.

Early in the morning of the 10th, Captain Dixon returned with the boats. As this excurſion was attended with ſeveral intereſting circum-

1787. May. circumſtances, I ſhall give thee an account of it in the Captain's own words, as copied from his journal:

"This morning, the 5th, I went with the two whale boats, and the King George's long boat, in order to ſearch for Indians, and, if poſſible, to purchaſe ſome furs. My intention was to make Hinchinbrooke Cove firſt, and from thence proceed to Snug Corner Cove, as I knew they were the moſt likely places to meet with inhabitants. Bad weather coming on, at eight o'clock I put into a cove in Montague Iſland; but towards nine o'clock, the weather clearing up, I proceeded round the North Eaſt end of the iſland into a large bay: here I found ſome Indians on a hunting party, who gave me to underſtand, that they belonged to Cape Hinchinbrooke. It being late in the afternoon, I came to an anchor for the night in the long boat, and made the whale-boats faſt, one on each ſide.

"As the Indians did not leave us when night came on, I ordered ſix hands to keep watch, and the remainder to have their arms ready, ſo that I might call them at a moment's notice. The Indians ſculked about us till near two o'clock, waiting, no doubt, for an opportunity to cut the boats off, but finding us attentive to all their motions, they then left us.

"At four o'clock in the morning of the 6th, I weighed, and ſtood over for Cape Hinchinbrooke, where I came to anchor at half paſt ten. At this place I found ſeveral Indians, and purchaſed a few ſea otter ſkins. The Indians frequently pointed towards Snug Corner Cove, and endeavoured to make me underſtand, that a veſſel lay at anchor there. Though this circumſtance ſtrongly excited my curioſity, and made me particularly anxious to know whether

ther this piece of intelligence was true, yet the day being by this time far ſpent, I determined to keep my preſent ſituation during the night, as the weather was very unpromiſing; ſo that our ſtanding for Snug Corner Cove, under ſuch circumſtances, would be attended with ſome degree of danger and difficulty. 1787. May.

" A ſtrict and vigilant look-out was more neceſſary this night, if poſſible, than we had found it the preceding one. The Indians whom I had traded with for furs, during the afternoon, were a different tribe from that I met with in the bay at the North Eaſt end of Montague Iſland: their behaviour was very daring and inſolent, though they did not directly attack us, and they did not leave the boats till day-light the next morning. I make no doubt but that a ſight of the various articles I had brought to trade with theſe people, occaſioned them to lurk about us the whole night, in hopes of obtaining a booty, but finding themſelves diſappointed, they paddled away, ſeemingly much diſcontented.

" Early in the morning of the 7th, I ſet off for Snug Corner Cove; but the wind during the whole day being very light, the long boat made little way, ſo that the whale boats were obliged to take her in tow: this retarded my paſſage ſo much, that I did not arrive in the cove till eleven o'clock in the evening. Contrary to my expectation, I found no veſſel in the cove, neither did I perceive any of the inhabitants; notwithſtanding which, I ordered the ſame ſtrict watch to be kept as before, well remembering, that the *Diſcovery* was boarded by the natives in this very cove, during Captain Cook's laſt Voyage, in open day.

" During the night, none of the inhabitants came near us; but at day-light in the morning of the 8th, two Indians came along-

1787. May. ſide in a canoe, and gave me to underſtand, that there was a ſhip at no great diſtance; at the ſame time they offered to conduct me to her for a ſtring of beads. Glad to accept this propoſal, I willingly embraced their offer, and ſet off with the whale-boats, leaving the long boat at anchor, as I was afraid ſhe would only retard my progreſs, and I was exceedingly anxious to know, whether there really was a veſſel in this part, or that the Indians had been amuſing me with a falſe report.

"I had not got far before the weather grew very bad, and my guides gave me the ſlip: however, I continued the ſearch along ſhore till twelve o'clock, by which time I had got into the entrance of a large bay, and the weather growing very ſqually, with heavy ſtorms of ſnow and ſleet, I thought it moſt adviſeable to return to the long boat, where I arrived about three o'clock.

"At half paſt ſix o'clock, ſix canoes came into the cove where we lay, and told me there was a ſhip not far off, to which they were going, and offered to ſhew me the way: the weather was then very bad, but as they were going up the inlet, and not out to ſea, as my guides had done in the morning, I ſet out with them in my own whale-boat, leaving the other whale-boat, and the long boat, in the cove.

"At ten o'clock in the evening, we arrived in the creek where the veſſel I ſo much wiſhed to ſee lay. I found her to be a ſnow, called the *Nootka*, from Bengal, commanded by a Captain Meares, under Engliſh colours.

"I learnt from Captain Meares, that he had ſailed from Bengal in March, 1786, and that he touched at Oonalaſka in Auguſt.

From thence he proceeded to Cook's River, which he intended to make by way of the Barren Iſlands; but the weather at that time being thick and hazy, he got into Whitſuntide Bay, through which he found a paſſage into Cook's River. In this ſtraight he met with a party of Ruſſian ſettlers, who informed him, that the land to the Eaſtward of the ſtraight is called by them *Codiac*, and that they had a ſettlement there; likewiſe that two European veſſels were then at anchor at Codiac, and that they had lately ſeen two other ſhips in Cook's River. This intelligence induced him to ſteer for Prince William's Sound, where he arrived the latter end of September. 1787. May.

" He had wintered in the creek where I now found him, and his veſſel was ſtill faſt in the ice. The ſcurvy had made ſad havock amongſt his people, he having loſt his Second and Third Mates, the Surgeon, Boatſwain, Carpenter, Cooper, Sail-maker, and a great number of the foremaſt men, by that dreadful diſorder; and the remaining part of his crew were ſo enfeebled at one time, that Captain Meares himſelf was the only perſon on board able to walk the deck.

" It gave him very great pleaſure to find two veſſels ſo near, who could aſſiſt him in ſome meaſure in his diſtreſs; and I had no leſs ſatisfaction in aſſuring him, that he ſhould be furniſhed with every neceſſary we could poſſibly ſpare. As Captain Meares's people were now getting better, he deſired me not to take the trouble of ſending any refreſhments to him, as he would come on board us very ſhortly in his own boat.

" I left the Nootka at three o'clock in the morning of the 9th, and got to my boats about eight: at ten o'clock I weighed, and ſtood down for our ſhips, being now convinced, that there was no

1787. May. prospect of my meeting with any furs of consequence. Towards noon it grew nearly calm, and the whale boats were obliged to take the long boat in tow.

"Whilst we were proceeding in this manner across the sound, some canoes joined us, and one of the Indians had a few sea-otter skins, which he offered to sell. Happening to cast his eyes on a frying-pan, which my people in the long boat had to dress their victuals with, he requested to have it in barter; accordingly, it was offered him, but he absolutely refused to take it entire, and desired us to break off the handle, which he seemed to regard as a thing of inestimable value, and rejected the bottom part with contempt.

"Towards six o'clock, the wind freshening, the whale boats were cast off, and soon afterwards the weather grew very rough, with constant snow and sleet, which occasioned the boats to separate. The night was very stormy, and I did not get on board my own vessel till four o'clock in the morning of the 10th. The King George's boats arrived nearly about the same time."

About eleven o'clock in the forenoon of the 10th, Captain Meares, accompanied by Mr. Ross, his First Mate, came in their own boat on board the King George, bringing several bags of rice along with them, to exchange for various refreshments, which they stood greatly in need of.

From them we learnt, that the Fur-trade on this coast had been carried on from different parts of the East Indies for some years.

They

1787. May.

They told us various ſtories reſpecting their ſucceſs in trade, but on theſe much reliance was not to be placed, as the Captain and Mate ſeldom agreed in their accounts: at one time, they had purchaſed two thouſand ſea-otter ſkins; at another, not more than ſeven hundred. This, however, is pretty certain, that they had procured a conſiderable quantity of valuable furs, and theſe chiefly, if not altogether, in Prince William's Sound.

It was Captain Meares's intention to have compleated his Voyage in twelve months; but the froſt ſetting in ſooner than they expected, had unavoidably detained them in the ſound during the winter. The great loſs they ſuſtained by ſickneſs has already been related; unfortunately when the remaining part of Captain Meares's crew were weak and enfeebled to the laſt degree, they were greatly diſtreſſed for fuel; and for ſome time it was with the greateſt difficulty that they got wood on board for their daily uſe.

On our enquiring whether the ſcurvy, unattended with any other complaint, had made ſuch fatal havock amongſt the people belonging to the Nootka, we were informed, that a free and unreſtrained uſe of ſpirits had been indiſcriminately allowed them during the extreme cold weather, which they had drank to ſuch exceſs about Chriſtmas, that numbers of them kept their hammocks for a fortnight together; add to this, their liquor was of a very pernicious kind, ſo that there is reaſon to ſuppoſe its effects, when drank to ſuch an extreme, were not leſs fatal than the ſcurvy itſelf. Admitting this to be the caſe, it ſurely was ill-judged in Captain Meares to ſuffer ſuch hurtful exceſſes amongſt his people; and I am afraid that a ſcanty ſupply of the various antiſcorbutics abſolutely neceſſary for theſe voyages, put it out of their power to check this cruel diſorder, ſo often fatal to ſea-faring people.

In

1787. May. In the forenoon of the 11th, Captain Meares and Mr. Roſs left us. They were ſupplied with what flour, ſugar, molaſſes, brandy, &c. we could poſſibly ſpare; and in order to render them every aſſiſtance in our power, Captain Portlock ſpared Captain Meares two ſeamen, to aſſiſt in carrying his veſſel to Sandwich Iſlands, where he propoſed going as ſoon as the weather permitted.

We now were no longer at a loſs to know what the Indians we ſaw in the firſt bay meant by pointing towards Prince William's Sound, and repeating the word *Nootka*; neither did we any longer wonder at their coaxing our dogs, and ſpeaking Engliſh, as they are exceedingly articulate in their pronunciation, and one of them it ſeems, had been on board the Nootka ſeveral weeks. But to return to our buſineſs on board.

Towards noon on the 10th, the weather growing pretty moderate, we compleated our bottom, and in the afternoon, hove to our moorings. We were buſied on the 11th in ſtowing the hold, and getting in wood and water. The armourers of both ſhips had a tent on ſhore, and were buſily employed in making toes, our anvil being loſt; we likewiſe got in about a ton of ſtones for ballaſt, ſwayed up our top-maſts, and ſet up the rigging. The 12th was taken up in compleating our water, and getting every thing ready for ſea.

Here I ſhall leave thee for the preſent. Happy ſhall I be to ſend thee a more favourable account of our good fortune in my next, than I have been hitherto able to do. Thine aſſuredly,

W. B.

MONTAGUE ISLAND, May 13th.

LETTER

1787.
May.

LETTER XXX.

OUR laſt ſeaſon on the coaſt being now advancing very faſt, a ſeparation was agreed on as the moſt likely means of promoting our ſucceſs for the remaining part of the year; accordingly, it was determined to ſend Captain Portlock's long boat, under the direction of Meſſrs. Hayward and Hill, to trade in Cook's River. The King George was to ſtay in Prince William's Sound, till the boat's return, and our veſſel was to ſail for King George's Sound. at the ſame time, keeping well in with the coaſt, that no opportunity of collecting Furs might be loſt: this diſtribution of ourſelves, thou wilt perhaps ſay, was judicious; and indeed it was high time for us to ſtrain every nerve; for what with finding ourſelves anticipated at this place, and the great probability of being ſerved the ſame at King George's Sound, our beſt proſpects were far from pleaſing.

In the afternoon of the 12th of May, Meſſrs. Hayward and Hill ſet out in the long boat for Cook's River, taking with them a proper aſſortment of articles neceſſary for trading with the natives. Soon after they were gone, two canoes came along-ſide us, one of them with eight people in her, the other three, but brought nothing; however, they promiſed to come next day, with plenty of trade, accompanied by their Chief.

The morning of the 13th was fine and clear, but the wind being light and variable, and there being a *poſſibility* of the Indians returning,

1787. May. turning, five of our people were ſent, with the Boatſwain in the whale boat, on a fiſhing party, having orders not to loſe ſight of the ſhips, and others had liberty to recreate themſelves on ſhore.

About one o'clock, we had the pleaſure of ſeeing two large canoes, and ſeveral ſmall ones, full of Indians, come round the North Eaſt point of the bay. When they came in ſight of the veſſels, they began to ſing, keeping regular time with the ſtrokes of their paddles in the water: their ſinging ſeemed to be in a great meaſure directed by the Chief, and the cadence was not without ſome degree of harmony.

When they came along-ſide the King George, they were profuſe in their friendly ſalutations; at the ſame time their Chief, whoſe name was *Shanway*, ſhewed a letter for Captain Portlock, which came, he ſaid, from the *Nootka*, on which he was admitted on board, together with a number of his people.

It ſeems the hunting party we ſaw at our firſt coming in, on the 24th of April, belonged to old Shanway's tribe; theſe people lived near Snug Corner Cove, and on their return had acquainted Captain Meares, that they had ſeen two ſhips at anchor a great diſtance down the channel; on which he immediately wrote the above-mentioned letter, without knowing whom particularly to addreſs it to, and gave it to the Indians, who promiſed to return back to us immediately; but theſe truſty meſſengers never found their way till now, when the letter was of no conſequence.

Captain Portlock's motive for admitting *Shanway*'s people on board, was from a ſuppoſition that ſuch an indulgence would encourage them to trade more freely; but to his great mortification,

he ſoon found that traffic did not induce them to come near him, what little trade they brought being mere refuſe, and that their bringing the letter now was only for an opportunity to get on board, in order to ſteal every thing which lay in their way. I could ſee moſt of their tranſactions from our quarter-deck, and muſt ſay, they were managed with a good deal of art. Shanway, and ſome of his attendants endeavoured to amuſe the King George's people with ſinging and dancing, whilſt others traverſed the decks, and threw every thing which came in their way to their companions in the canoes. Captain Portlock was preſently aware of his gueſts thieviſh diſpoſition; but being unwilling to drive them away by force, he ſtationed his people in different parts of the veſſel to watch their motions: notwithſtanding this precaution, they ſtole a number of articles, and got them unperceived into their canoes. Whenever they were detected in a theft, they relinquiſhed their booty with the utmoſt unconcern; but when any thing was once in their poſſeſſion, it was with difficulty they were prevailed on to reſtore it. At firſt, the only articles they attempted to ſteal, were iron and cloaths; but finding themſelves watched, they became indiſcriminate plunderers, and ſeized on every thing in their power. 1787. May.

Having ſatisfied their curioſity, and found their depredations put a ſtop to, old Shanway and his people left us about five in the afternoon. Our whale-boat, at this time, lay at anchor about two miles diſtant from the veſſels, the people in her buſy fiſhing, which the Indians happening to ſee, as they paddled out of the bay, they directly made up to them. This alarmed Captain Portlock, who all along had been attentive to Shanway's motions, and he immediately manned his whale-boat and yawl, and went off to our people's aſſiſtance, being apprehenſive not only for the boat, but that

1787. May. their lives would be in danger, as the Indians were well armed with knives and ſpears: our yawl was alſo diſpatched to aſſiſt, if neceſſary; and Captain Dixon, at the ſame moment, fired a ſwivel, the report of which, we could ſee, alarmed the Indians, who immediately paddled off with precipitation.

When our people came on board, we found our fears for their ſafety were not groundleſs. The Indians had attempted to ſteal their anchor, and had actually taken ſeveral of their fiſhing-lines; nay, one of them attempted to run his ſpear through a young fellow, becauſe he refuſed to give up his line, but was prevented by Shanway, who, fortunately for the people, was, it ſeems, of a pacific diſpoſition, and contented himſelf with plundering in quiet.

Theſe were ſufficient cautions to us in future, not to truſt any Indians, even to come on board: indeed Captain Meares had informed us, that a ſhip from China had a quarrel with the inhabitants of King George's Sound, in which ſeveral of the Indians loſt their lives; and that the natives afterwards traded with as much unconcern as if nothing had happened.

Our fiſhing party had tolerable ſucceſs; they caught a large quantity of ſand-dabs, and a few rock-fiſh.

The birds and marine productions here are much the ſame as in the firſt bay we anchored in; and it is probable there may be ſalmon farther on in the ſeaſon, when the heat of the ſun, by melting the ſnow, cauſes freſh water rivulets; but at this time, it had ſcarcely made any impreſſion on that dreary element; and the ſurrounding proſpect teemed with all the horrors of winter. The night-

night-tides flow here much higher than in the day-time, though I cannot ſay, with any degree of certainty, how high they riſe. 1787. May.

We now waited with an anxiety bordering on impatience, for a fair wind to carry us from this place, and a light breeze ſpringing up at South Eaſt, at four o'clock in the morning of the 14th, we weighed anchor and ſtood out of the bay. Towards noon, the wind veered to South Weſt, which was quite favourable for our ſtanding up the channel into Prince William's Sound. By noon, we had the North point of Montague Iſland in ſight, bearing North Eaſt: our obſervation gave 60 deg. 23 min. North latitude; and we found the variation of the compaſs 29 deg. 46 min. Eaſterly.

In the afternoon, the breeze freſhening, Captain Dixon went on board the King George, to take leave of Captain Portlock, as we were drawing near the place where it was agreed for us to ſeparate. At ſeven o'clock he returned on board, and we hoiſted in our boats, parting company with our colours flying, and three hearty cheers. Captain Portlock ſteered for Hinchinbrooke Cove, and we kept ſtanding for the paſſage between Cape Hinchinbrooke and Montague Iſland. During the night we had the wind at North Weſt, ſtill blowing a moderate breeze.

At four o'clock in the morning of the 15th, Cape Hinchinbrooke bore North Weſt half Weſt, about eight leagues diſtant, and the land to the Northward North 35 deg. Eaſt; the extremes of Montague Iſland bore from South 55 deg. Weſt, to Weſt North Weſt. We ſounded in thirty-five fathom water, over a ſandy bottom. At eight, Cape Hinchinbrooke bore North 63 deg. Weſt. During the former part of the day, the wind leſſened, and at noon we

1787. May. we had light variable airs. Great numbers of whales were ſeen in almoſt every direction, but particularly towards the land. Our meridian altitude gave 59 deg. 48 min. North latitude. Cape Hinchinbrooke bore North 65 deg. Weſt, about twelve leagues diſtant, and the South Weſt point of Montague Iſland South 63 deg. Weſt.

At ſeven in the afternoon we ſaw Kaye's Iſland, which bore North 40 deg. Eaſt; we ſtill had light airs, with intervening calms. Our latitude on the 16th, at noon, was 59 deg. 28 min. North; and the longitude 145 deg. 20 min. Weſt. Kaye's Iſland bore North 12 deg. Eaſt. We had ſoundings from fifty to eighty fathom water, over a muddy bottom. In the evening, the wind ſhifting to the Eaſtward, we tacked at ten o'clock, and ſtretched to the Southward during the night. We ſounded at midnight, with a line of 140 fathom, but found no bottom.

During the 17th and 18th, we had light variable winds, with intervening calms; the weather tolerably fine. In the afternoon of the 18th, we ſaw Mount St. Elias, which at eight o'clock bore North 29 deg. Eaſt; and the South point of Kaye's Iſland Weſt.

In the afternoon of the 19th a ſtrong breeze came on at Eaſt North Eaſt, and a heavy ſwell ſet in from the Southward. This occaſioned us to double-reef the top-ſails; but towards evening, the weather grew moderate.

The greateſt part of the 20th, we had light baffling winds, with frequent calms; our latitude at noon was 59 deg. 9 min. North; and our longitude 143 deg. 34 min. Weſt. Mount St. Elias bore North by Eaſt. At eight o'clock in the evening, a breeze luckily

ſprung

ſprung up from the Weſtward, attended with clear weather, which enabled us again to ſtand in for the coaſt, which in this ſituation trends nearly Eaſt and Weſt. 1787. May.

The weather in the forenoon of the 21ſt was thick and hazy; the wind ſtill blowing a moderate Weſterly breeze. Our obſervation at noon gave 59 deg. 21 min. North latitude; and longitude 141 deg. 34 min. Weſt. At eight in the evening we hauled our wind to the Northward, on ſeeing a low point of land, which bore North 40 deg. Eaſt; and the extremes of the land in ſight bore from North 32 deg. Weſt, to North 76 deg. Eaſt, about four miles diſtant. It not being prudent to ſtand for the ſhore during the night, at nine o'clock we tacked, and ſtretched to the Southward. On ſounding, we had ſixty fathom water, over a muddy bottom.

Early in the morning of the 22d, we tacked and ſtood to the Northward, but unfortunately had light variable airs, and thick hazy weather; however, at nine o'clock we ſaw land bearing from North Weſt by North to Eaſt North Eaſt; and there being every appearance of an inlet, Captain Dixon determined to examine it, as there was a probability of finding inhabitants, and conſequently ſome trade might be expected.

Light airs, and intervening calms the whole day, prevented our getting in with the land; the weather at the ſame time being thick and hazy. We had ſoundings from ſeventy to eighty-five fathom water, over a muddy bottom.

At half paſt two o'clock in the morning of the 23d, a light breeze ſpringing up from the Eaſtward, we ſtood in for the Weſtermoſt point of land, which was then about five miles diſtant. At four

1787. May. four o'clock, being within two miles of ſhore, we ſounded in forty-two fathom water, over a bottom of ſoft mud. The morning proving very thick and hazy, at ſix o'clock the whale-boat was hoiſted out, and Mr. Turner, our Second Mate, ſent into a bay, which bore North North Eaſt, to look for anchoring ground. Soon after the boat was gone, we perceived a ſingle canoe with one perſon in her, who ſeemed to be fiſhing at the entrance of the bay. We were greatly elated with this ſight, as there was now a certainty of finding inhabitants in the adjacent harbour.

At eight o'clock Mr. Turner returned, and reported that he had found an excellent harbour, and ſeen a number of inhabitants. The breeze dying away, our yawl was hoiſted out, and ſent a-head with the whale boat, in order to tow the veſſel into the bay; but by ten o'clock we found that all our towing was to no purpoſe, the tide running ſtrongly againſt us. On this we immediately began to warp up the bay, but this got us a-head very ſlowly, as we had from forty-five to fifty fathom water, and as we advanced farther into the bay, our ſoundings increaſed.

The ſituation Mr. Turner had pitched on for us to anchor in, was round a low point to the Northward, about three miles up the bay; but finding it impracticable to get there by day-light, though every poſſible exertion was made to effect it, we came to at eight o'clock, with the ſmall bower, in ſixty-five fathom water, over a muddy bottom.

Our proſpects now ſeem to brighten. Thou mayeſt depend on having an account of our ſucceſs at this place the earlieſt opportunity. Thine, &c.

W. B.

PORT MULGRAVE, 24th May.

LET-

1787. May.

LETTER XXXI.

THE extremes of the bay we came to anchor in, the evening of the 23d of May, bore from Weſt to North 42 deg. Weſt; and the point round which our intended harbour lay, North 20 deg. Eaſt; our diſtance from the ſhore leſs than a mile. During the time we were warping into the bay, ſeveral canoes came alongſide us. We accoſted the people with ſome of the words in uſe amongſt the natives of Prince William's Sound, but they had not the leaſt idea of their meaning: indeed it was pretty evident at firſt ſight, that theſe people were a different nation, from the conſtruction of their canoes, which were altogether of wood, neatly finiſhed, and in ſhape not very much unlike our whale-boats.

To the Southward of our preſent ſituation was a narrow creek, which appeared to lead a great diſtance into the country, and widened as it advanced in ſhore.

Early in the morning of the 24th, we ſaw a number of the natives on the beach, near the entrance of this creek, making ſignals for us to come on ſhore: a ſmoke was alſo ſeen, which proceeded from behind ſome pines, at a ſmall diſtance round the point. On this Captain Dixon went in the whale-boat to ſurvey the place, thinking it probable, from theſe circumſtances, that the Indians chiefly reſided here; and ſhould there be convenient anchorage, the ſituation would be a more eligible one than that found out by Mr. Turner. He found a number of inhabitants, and two or three temporary huts; but the entrance into the creek was too ſhallow

to

1787. May. to admit our veſſel; ſo at eight o'clock, having a freſh Eaſterly breeze, we weighed anchor, and began to ply into the harbour to the Northward. At two o'clock we came to anchor in eight fathom water, over a bottom of ſoft mud, within piſtol ſhot of the ſhore, and very near two large Indian huts.

We were now compleatly land-locked, being entirely ſurrounded by low flat iſlands, where ſcarcely any ſnow could be ſeen, and well ſheltered from any wind or weather whatever.

The people ſeemed very well pleaſed at our arrival, and a number of them preſently came along-ſide us. They ſoon underſtood what we wanted, and an old man brought us eight or ten excellent ſea otter ſkins. This circumſtance, together with our having as yet ſeen no beads, or other ornaments, or any iron implements, gave us reaſon to conclude, that no trading party had ever been here, and conſequently that we ſhould reap a plentiful harveſt; but our conjectures on this head were built on a ſandy foundation; for on a further acquaintance with our neighbours, they ſhewed us plenty of beads, and the ſame kind of knives and ſpears we had ſeen in Prince William's Sound; and as a melancholy proof that we only gleaned after more fortunate traders, what furs they brought to ſell, excluſive of the ſmall quantity juſt mentioned, were of a very inferior kind.

From the 25th of May to the 1ſt of June, our trade was inconſiderable: we were frequently viſited by the people who lived in the creek I juſt now ſpoke of, but they belonged to the ſame tribe with our neighbours, and poſſeſſed very few furs of any conſequence.

I have

I have already obſerved, that we were ſurrounded by a number of ſmall iſlands; theſe forming various creeks and harbours, Captain Dixon propoſed ſurveying the whole, hoping that ſo extenſive a ſound as this appeared to be, contained a much greater number of inhabitants than we had hitherto ſeen; but as yet the weather had been ſo thick and hazy, attended with conſtant rain, that this deſign was fruſtrated. However, the morning of the 1ſt of June proving tolerably clear, he went in the whale-boat at ten o'clock, in order to examine the adjacent harbours, taking with him one of the Indians who had frequently been on board, and who was a tolerably intelligent fellow, as a guide. 1787. June.

At five in the afternoon, Captain Dixon returned from his ſurvey, which had by no means anſwered his expectations. He had found ſeveral huts ſcattered here and there, in various parts of the ſound, but they were moſtly inhabited by people whom we had already ſeen; and there was not a ſingle ſkin of any value amongſt them: indeed our ſucceſs at this place fell greatly ſhort of what we had reaſon to expect, from its promiſing ſituation, and the firſt appearance of inhabitants; but this poverty was not to be diſcovered on a ſudden, for though the whole that we purchaſed here conſiſted only of about ſixteen good ſea otter ſkins, two fine cloaks of the earleſs marmot, a few racoons, and a parcel of very inferior pieces and ſlips of beaver, ſufficient to fill *one ſingle* puncheon; yet it was not till the 3d of June, (ten days from the time of our coming into the harbour) that we found the natives ſcanty ſtock of furs not only exhauſted, but that they had ſtripped themſelves almoſt naked, to ſpin out their trade as far as poſſible. This tedious delay was occaſioned by the ſlow, deliberate manner in which theſe people conduct their traffic. Four or ſix people come along-ſide in a canoe, and wait perhaps an hour before they give the leaſt intimation

1787. June. mation of having any thing to ſell; they then, by ſignificant ſhrugs and geſtures, hint at having brought ſomething valuable to diſpoſe of, and wiſh to ſee what will be given in exchange, even before their commodity is expoſed to view, for they are particularly careful in concealing every thing they bring to ſell. Should this manœuvre not ſucceed, after much deliberation, their cargo is produced, and generally conſiſts of a few trifling pieces of old ſea otter ſkins, and even then, a conſiderable time is taken up before the bargain is concluded; ſo that a whole day would frequently be ſpent in picking up a few trifles. Such, however, was our preſent ſituation, in regard to trade, that we patiently ſubmitted to the tantalizing method of theſe people, in hopes that ſomething better might poſſibly be brought us; but finding they were ſtripped almoſt naked, and not the moſt diſtant probability of any better ſucceſs, Captain Dixon determined to leave this place the firſt opportunity.

I ſhall now endeavour to give thee ſome account of this place, and its inhabitants. As there is good reaſon to ſuppoſe that we were the firſt diſcoverers of this harbour, Captain Dixon named it Port Mulgrave, in honour of the Right Honourable Lord Mulgrave. Our anchoring place is ſituated in 59 deg. 32 min. North latitude, and 140 deg. Weſt longitude. How extenſive the ſound is, I cannot ſay; it contains a number of ſmall low iſlands, but at intervals, when the fog cleared up, we could diſcern high mountainous land, to the Northward and Weſtward, at about ten leagues diſtant, entirely covered with ſnow, and which we judged to be part of the continent. Theſe iſlands, in common with the reſt of the coaſt, are entirely covered with pines, of two or three different ſpecies, intermixed here and there with witch hazle, and various kinds of bruſh-wood.

Shrubs

Nautic Miles.

SKETCH by Compafs
of
PORT MULGRAVE

⚓ { Lat. 59°. 33′ N.
Long. 140°. 00′ W.

Var. 26°. 00′ E.
1787.

Pt. Turner

Pt. Carrew

Publiſhd as the Act directs by Capt. Dixon Oct. 1ſt 1788.

J. Reid Sculp.

BRITISH MUSEUM

Shrubs of different ſorts appeared to be ſpringing up, but their vegetation was not ſufficiently advanced for us to diſtinguiſh what they were; yet the weather was tolerably mild, the mean of the thermometer being 46 deg. 1787. June.

We found ſome wild geeſe and ducks here, and though not near ſo numerous as at Montague Iſland, yet they were more eaſily come at. Captain Dixon frequently went on ſhore, to take the diverſion of ſhooting, and ſeldom returned without ſome game, which not only proved an excellent treat for us, but at the ſame time gave the Indians ſuch an idea of fire-arms, that their behaviour was perfectly quiet and inoffenſive, and they never attempted to moleſt us.

The number of inhabitants contained in the whole ſound, as near as I could calculate, amounted to about ſeventy, including women and children; they in general are about the middle ſize, their limbs ſtraight and well ſhaped, but like the reſt of the inhabitants we have ſeen on the coaſt, are particularly fond of painting their faces with a variety of colours, ſo that it is no eaſy matter to diſcover their real complexion; however, we prevailed on one woman, by perſuaſion, and a trifling preſent, to waſh her face and hands, and the alteration it made in her appearance abſolutely ſurpriſed us; her countenance had all the chearful glow of an Engliſh milk-maid; and the healthy red which fluſhed her cheek, was even *beautifully* contraſted with the whiteneſs of her neck; her eyes were black and ſparkling; her eye-brows the ſame colour, and moſt beautifully arched; her forehead ſo remarkably clear, that the tranſlucent veins were ſeen meandering even in their minuteſt branches---in ſhort, ſhe was what would be reckoned handſome even in England: but this ſymmetry of features is entirely deſtroyed

1787. June. ſtroyed by a cuſtom extremely ſingular, and what we had never met with before, neither do I recollect having ſeen it mentioned by any Voyagers whatever.

An aperture is made in the thick part of the under lip, and increaſed by degrees in a line parallel with the mouth, and equally long: in this aperture, a piece of wood is conſtantly wore, of an eliptical form, about half an inch thick; the ſuperficies not flat, but hollowed out on each ſide like a ſpoon, though not quite ſo deep; the edges are likewiſe hollowed in the form of a pully, in order to fix this precious ornament more firmly in the lip, which by this means is frequently extended at leaſt three inches horizontally, and conſequently diſtorts every feature in the lower part of the face. This curious piece of wood is wore only by the women, and ſeems to be conſidered as a mark of diſtinction, it not being wore by all indiſcriminately, but only thoſe who appeared in a ſuperior ſtation to the reſt.

The language here is different from that of Prince William's Sound, or Cook's River; it appears barbarous, uncouth, and difficult to pronounce: they frequently uſed the word *Amcou*, which ſignifies a Friend, or Chief, and their numerals reckon to ten; but I was not able to procure any farther ſpecimen of their language, as they are very cloſe and uncommunicative in their diſpoſitions.

Their habitations are the moſt wretched hovels that can poſſibly be conceived; a few poles ſtuck in the ground, without order or regularity, encloſed and covered with looſe boards, conſtitute an Indian hut, and ſo little care is taken in their conſtruction, that they are quite inſufficient to keep out the ſnow or rain: the numerous

rous chinks and crannies ſerve, however, to let out the ſmoke, no particular aperture being left for that purpoſe. 1787. June.

The inſide of theſe dwellings exhibits a compleat picture of dirt and filth, indolence and lazineſs; in one corner are thrown the bones, and remaining fragments of victuals left at their meals; in another are heaps of fiſh, pieces of ſtinking fleſh, greaſe, oil, &c. in ſhort, the whole ſerved to ſhew us, in how wretched a ſtate it is poſſible for human beings to exiſt; and yet theſe people appear contented with their ſituation, and probably enjoy a much greater portion of happineſs and tranquillity, than is to be found under the gilded roofs of the moſt deſpotic monarch.

'Tis probable, that the chief reaſon why theſe Indians take no greater pains in the ſtructure of their habitations is, that their ſituation is merely temporary: no ſooner does the maſter of a tribe find game begin to grow ſcarce, or fiſh not ſo plentiful as he expected, than he takes down his hut, puts the boards into his canoe, and paddles away to ſeek out for a ſpot better adapted to his various purpoſes, which, having found, he preſently erects his dwelling in the ſame careleleſs manner as before.

I before took notice, that their ſmall canoes were neatly finiſhed;* the very reverſe is the caſe with their large ones; they are made entirely of one large tree, rudely excavated and reduced to no particular ſhape, but each end has the reſemblance of a butcher's tray, and generally are large enough to hold twelve or fourteen people. Whilſt we lay here, theſe people ſupplied us very plentifully with halibut, which we bought of them for beads and ſmall toes. The place

* One of theſe was brought home by Captain Dixon, and is now in the poſſeſſion of Sir Joſeph Banks.

1787. June. place where theſe halibut were caught, is in the offing round the point of land we firſt made in the morning of the 23d of May. Our whale-boat was one day ſent with ſeven hands to this place, on a fiſhing party; but their ſucceſs was greatly inferior to that of *two* Indians, who were fiſhing at the ſame time, which is rather extraordinary, if we conſider the apparent inferiority of their tackle to our's. Their hook is a large ſimple piece of wood, the ſhank at leaſt half an inch in diameter; that part which turns up, and which forms an acute angle, is conſiderably ſmaller, and brought gradually to a point: a flat piece of wood, about ſix inches long, and near two inches wide, is neatly laſhed to the ſhank, on the back of which is rudely carved the repreſentation of an human face.

I cannot think that this was altogether deſigned as an ornament to their hooks, but that it has ſome religious alluſion, and poſſibly is intended as a kind of Deity, to enſure their ſucceſs in fiſhing, which is conducted in a ſingular manner. They bait their hook with a kind of fiſh, called by the ſailors *ſquids*, and having ſunk it to the bottom, they fix a bladder to the end of the line as a buoy, and ſhould that not watch ſufficiently, they add another. Their lines are very ſtrong, being made of the ſinews or inteſtines of animals.

One man is ſufficient to look after five or ſix of theſe buoys; when he perceives a fiſh bite, he is in no great hurry to haul up his line, but gives him time to be well hooked; and when he has hauled the fiſh up to the ſurface of the water, he knocks him on the head with a ſhort club, provided for that purpoſe, and afterwards ſtows his prize away at his leiſure: this is done to prevent the halibut (which ſometimes are very large) from damaging, or perhaps upſetting his canoe in their dying ſtruggles. Thus were we

fairly beat at our own weapons, and the natives conſtantly bringing us plenty of fiſh, our boat was never ſent on this buſineſs afterwards. 1787. June.

They dreſs their victuals by putting heated ſtones into a kind of wicker baſket, amongſt pieces of fiſh, ſeal, porpoiſe, &c. and covered up cloſe; ſometimes they make broth and fiſh ſoup by the ſame method, which they always preferred to boiling, though we gave them ſome braſs pans, and pointed out the mode of uſing them.

The Indians are particularly fond of chewing a plant, which appears to be a ſpecies of tobacco; not content, however, with chewing it in its ſimple ſtate, they generally mix lime along with it, and ſometimes the inner rind of the pine-tree, together with a roſinous ſubſtance extracted from it.

When we came into this harbour, on the 23d of May, our attention was a good deal engaged by the ſight of a number of white rails, on a level piece of ground, not far from the creek which I have already obſerved was ſituated to the Southward of us. Theſe rails were about a mile and half from the veſſel, and appeared, at that diſtance, to be conſtructed with ſuch order and regularity, that we concluded them beyond the reach of Indian contrivance, and conſequently that they were erected by ſome civilized nation. Captain Dixon, willing to be ſatisfied in this particular, took an opportunity of going to the ſpot, and to his great ſurprize, found it to be a kind of burying-place, if I may be allowed to call that ſo, where dead bodies are not depoſited in the earth. The manner in which they diſpoſe of their dead is very remarkable: they ſeparate the head from the body, and wrapping them in furs, the

1787. June. the head is put into a ſquare box, the body in a kind of oblong cheſt. At each end of the cheſt which contains the body, a thick pole, about ten feet long, is drove into the earth in a ſlanting poſition, ſo that the upper ends meet together, and are very firmly laſhed with a kind of rope prepared for the purpoſe.

About two feet from the top of this arch, a ſmall piece of timber goes acroſs, and is very neatly fitted to each pole: on this piece of timber the box which contains the head is fixed, and very ſtrongly ſecured with rope; the box is frequently decorated with two or three rows of ſmall ſhells, and ſometimes teeth, which are let into the wood with great neatneſs and ingenuity; and as an additional ornament, is painted with a variety of colours; but the poles are uniformly painted white. Sometimes theſe poles are fixed upright in the earth, and on each ſide the body, but the head is always ſecured in the poſition already deſcribed.

What ceremony is uſed by theſe people, in depoſiting their dead in this manner, we never could learn, as nothing of the kind happened during our ſtay in the harbour.

Beſides the ſkins I have mentioned already, we purchaſed a few bears, and ſome land beaver; but I rather think, that the marmot cloaks were procured by theſe people from ſome neighbouring tribe.

Toes were the article of trade held in the firſt eſtimation here, and next to theſe, pewter baſons were beſt liked.

Beads ſerved to purchaſe pieces of ſkins that were of little value; but the deep blue, and ſmall green, were the only ſorts that would

be taken in barter: indeed our traffic at this place was ſo very circumſcribed, that there was not the leaſt occaſion to ſhew the people any great variety of articles, as it only ſerved to diſtract them in their choice, and made their ſlow method of trading ſtill more tedious. 1787. June.

I have now given thee ſuch an account of this place, and its inhabitants, as my obſervations from time to time furniſhed me with: thou art not to expect them methodical, or well digeſted; however, the peruſal may ſerve thee for a momentary amuſement, and I perhaps may have an opportunity of adding a kind of ſupplement previous to our leaving the coaſt. We are now getting ready for ſea. Adieu.

W. B.

PORT MULGRAVE, 3d June.

LETTER XXXII.

THERE being no farther proſpect of any trade in Port Mulgrave, Captain Dixon determined to leave it the firſt opportunity; and a breeze at South Eaſt ſpringing up at four o'clock in the morning of the 4th of June, we carried a ſmall anchor a-head, and warped out of the harbour. At eight we made ſail, and ſtood out of the ſound. At noon, the South point of the entrance into Port Mulgrave bore South Eaſt, and the North point North 85 deg. Weſt; the Southern bluff about five miles diſtant.

1787. June. During this afternoon, and the whole of the 5th, we had light variable winds, with calms by turns.

In the morning of the 6th, the land in ſight bore from North 78 deg. Weſt, to North 50 deg. Eaſt; and the Weſt point of the bay we had left North 10 deg. Weſt, about five leagues diſtant. Our obſervation at noon gave 59 deg. 13 min. North latitude; and the longitude was 140 deg. 40 min. Weſt. A freſh Eaſterly breeze now ſprung up, and the day being tolerably clear, at four o'clock in the afternoon, we ſaw Mount St. Elias, which bore North Weſt three quarters North, more than 20 leagues diſtant.

From the 7th to the 9th, the wind kept to the Eaſtward, with wet, hazy weather, during which time we plied to the Southward, and conſequently ſtretched farther from the land than we could have wiſhed; the coaſt in this part trending nearly from Eaſt South Eaſt to Weſt North Weſt. Our obſervation at noon, on the 8th, gave 57 deg. 59 min. North latitude; and 141 deg. 25 min. Weſt longitude.

At one o'clock in the morning of the 10th, the wind ſhifted to South Weſt, which enabled us to ſtand in for the coaſt, to our great ſatisfaction. Our meridian altitude at noon gave 56 deg. 49 min. North latitude; and the longitude 140 deg. 11 min. Weſt.

During the remainder of the day, and the whole of the 11th, we had a freſh breeze from the Weſtward, and kept ſtanding for the coaſt, which, however, we could not ſee at any conſiderable diſtance, the forenoon being thick and hazy. Our latitude at noon, 57 deg. 13 min. North; longitude 136 deg. 26 min. Weſt. At

half paſt two in the afternoon, we ſaw land, bearing from Weſt North Weſt to Eaſt South Eaſt, about four miles diſtant. The Southermoſt point of land appeared to be Cape Edgecombe, which we ſtood in for, and preſently found we were not miſtaken. At ſix o'clock the cape bore North North Weſt, and our diſtance from ſhore about a mile. We now opened a very large and extenſive bay, which had every appearance of an excellent harbour. About a mile to the Southward of the cape is a ſmall iſland, and we ſteered right for the paſſage betwixt that and the cape; but at ſeven o'clock, ſeeing a quantity of rock-weed right a-head, Captain Dixon judged it prudent to haul off ſhore to the Southward, during the night. 1787. June.

At one o'clock in the morning of the 12th, we tacked, and ſtood in for the bay, leaving the ſmall iſland juſt mentioned to the Weſtward, with a light breeze from North Weſt by Weſt. At four o'clock our whale-boat was hoiſted out, and ſent a-head to ſound. About ſix o'clock we ſaw a large boat full of people, at a very conſiderable diſtance out at ſea, making towards us as faſt as poſſible; ſhe hoiſted ſomething which had the appearance of a white flag, but we could not diſtinguiſh, with the help of our glaſſes, what nation ſhe belonged to; and various were our conjectures on this head. Some of us judged them to be Ruſſians; and others thought they poſſibly might be Spaniards, who had been left here ever ſince the year 1775, at which time two Spaniſh veſſels were at anchor near this place; or that they belonged to ſome ſhip, which probably lay here at preſent: however, as they came nearer, we perceived it to be an Indian canoe, and on their coming up with us, we had the pleaſure to find, that they belonged to the ſound we were ſteering for. They had ſeen our veſſel the preceding evening, and

1787. June. and on our ſtanding out to ſea, had followed us, but loſt ſight of the ſhip during the night.

Soon after ſix o'clock, the breeze dying away, our whale-boat came on board, the yawl was hoiſted out, and both boats ſent a-head, in order to tow the veſſel into the bay. During this time, we bought a few furs of trifling value, from our new acquaintance; and they gave us to underſtand, that we ſhould find a number of inhabitants, and plenty of furs, in the adjacent harbour. This piece of intelligence, though not abſolutely to be depended on, elated us not a little. What we had taken for a white flag, on our firſt ſeeing the canoe, was a tuft of white feathers which they had hoiſted at the top of a long pole, and which I underſtand to be an emblem of peace and friendſhip. At ten o'clock we ſaw a bay to the Northward, which appeared to be well ſheltered from the wind; and a breeze ſpringing up, we ſtood right in for it. Mr. Turner was ſent in the whale-boat up the ſound, to look for a harbour; and Mr. White, our Third Mate, was ſent in the yawl, into the bay a-head, in order to examine the ſoundings. Soon after eleven o'clock Mr. White returned, and reported, that the bay appeared to be an excellent place for the veſſel to lay in, there being good anchorage from eight to twelve fathom water, over a ſandy bottom.

After making a few ſhort boards, we came to anchor at twelve o'clock, in eight fathom water, over a ſandy bottom; the extremes of the land forming the bay to the Northward, bore from South 3 deg. Weſt to North 3 deg. Eaſt; the point of land to the South Eaſt, South Eaſt by South; about three quarters of a mile diſtant from ſhore. The harbour to the Southward, and South Eaſt by Eaſt, is well ſheltered by great quantities of rock-weed.

About

1787. June. About four in the afternoon, Mr. Turner returned from his ſurvey in the whale-boat: he had found ſeveral harbours well ſheltered from any wind, but the bottom in general rocky; ſo that Captain Dixon determined to keep his preſent ſituation, as it appeared well ſheltered from bad weather, and convenient for the inhabitants to viſit us.

Whilſt Mr. Turner was out in the whale-boat, he ſaw a large cave, formed by nature in the ſide of a mountain, about four miles to the Northward of our anchoring birth: curioſity prompted him to go on ſhore, in order to examine it, as there appeared ſomething which, at a diſtance, looked bright and ſparkling. On getting into the cave, he found the object which attracted his attention to be a ſquare box, with a human head in it, depoſited in the manner already deſcribed at Port Mulgrave; the box was very beautifully ornamented with ſmall ſhells, and ſeemed to have been left there very recently, being the only one in the place. This circumſtance ſeems to ſhew, that the natives of this place diſpoſe of their dead in the ſame manner as at Port Mulgrave, but probably make choice of caves for that purpoſe, in preference to the open air.

At day-light in the morning of the 13th, we had a number of canoes full of inhabitants along-ſide; after a conſiderable time ſpent in ſinging, a pretty briſk trade commenced, and we bought a number of excellent otter ſkins; the people ſeemed far more lively and alert than thoſe we had left at Port Mulgrave; and from every appearance, we had reaſon to expect an excellent trade at this place.

From this to the 16th, our trade went briſkly forward, but afterwards it began to decline, and ſeveral of the Indians left us, in order to bring a further ſupply of ſkins from their neighbours.

Toes

1787. June. Toes are the article of traffic held in the firſt eſtimation at this place; but they always refuſed ſmall ones, wanting them in general from eight to fourteen inches long. Beſides theſe, we traded with pewter baſons, hatchets, howels, buckles, rings, &c. Of theſe the baſons were beſt liked; for though the hatchets and howels were obviouſly the moſt uſeful tools theſe people could poſſibly have, yet they were only taken in exchange for furs of inferior value. Beads of every ſort were conſtantly refuſed with contempt, when offered by way of barter, and would ſcarcely be accepted as preſents.

In the evening of the 16th, a freſh gale of wind came on from the Southward, which cauſed a very heavy ſea to ſet into the bay. We were preparing to ſtrike the top-maſts, when fortunately, about midnight, the weather moderated. This circumſtance, however, ſerved to ſhew us, that the bay was not ſo ſecurely ſheltered from bad weather as we at firſt imagined.

From the 17th to the 21ſt, our trade gradually fell off; and towards the laſt, they brought us ſcarcely any thing but rubbiſh, being pieces of old cloaths nearly wore out; however, we had no reaſon to complain of their backwardneſs in parting with what little trade they had left; their conduct in this particular being quite the reverſe to that of our old friends in Port Mulgrave.

Amongſt the people who came to trade with us, was an old man, who ſeemed remarkably intelligent: he gave us to underſtand, that a good while ago there had been two veſſels at anchor near this place, one of which was conſiderably larger than our's; that they carried a great number of guns, and that the people reſembled us in colour and dreſs. He ſhewed us a white ſhirt they had

had given him, and which he ſeemed to regard as a great curioſity: on examining it, we found it made after the Spaniſh faſhion, and immediately judged theſe veſſels deſcribed by this Indian to be the Spaniards who (as I have already related) were on this coaſt in the year 1775. 1787. June.

In the Journal of the Spaniſh Voyage, publiſhed by the Honourable Daines Barrington, the Spaniards are ſaid to have anchored in 57 deg. 18 min. North latitude: we now lay in 57 deg. 3 min. North latitude; and the old man, when deſcribing the ſituation of the above ſhips, always pointed up the ſound, to the Northward, which helped to confirm us in our opinion, that the people deſcribed by him muſt have been the Spaniards. Should this conjecture be right, it ſufficiently proves, that this place is ſeldom viſited by Europeans; for in that caſe, a variety of ſhips would have rendered the accounts of our new acquaintance confuſed and imperfect: on the contrary, his remarks were always clear and pertinent, and uniformly tended to deſcribe the ſame object.

During this time, though trade principally engaged our attention, yet a number of ſubordinate, though neceſſary employments, were carried on; parties were frequently ſent on ſhore, ſome to cut fire-wood, others to fill up our water, and the carpenters cut a ſpare top-maſt, and ſeveral ſpars, for various purpoſes. The water was procured from a ſmall river round a point of land, at the diſtance of a mile from the ſhip.

At firſt, the natives behaved civilly enough, and ſuffered our people to follow their various employments unmoleſted; but they ſoon grew very troubleſome, and attempted to pick their pockets, and even to ſteal their ſaws and axes in the moſt open, daring manner;

1787. June. manner; indeed they could ſcarcely be reſtrained from theſe proceedings without violence; but this it was neither our intereſt or inclination to offer, if it could poſſibly be avoided. Our people were never ſent on ſhore without being well armed; and luckily, the ſight of a few muſquets kept them in a kind of awe, as they had frequently ſeen Captain Dixon ſhoot birds, which had given them an idea of the fatal effects of fire-arms; ſo that our buſineſs on ſhore was compleated without coming to an open quarrel with theſe people

In my next I may, perhaps, give thee ſome further account of this place, which Captain Dixon diſtinguiſhed by the name of Norfolk Sound, in honour of his Grace the Duke of Norfolk; and I ſincerely wiſh, that what little I have already ſaid, reſpecting our ſucceſs, may give thee half the pleaſure it has given to thine aſſuredly,

W. B.

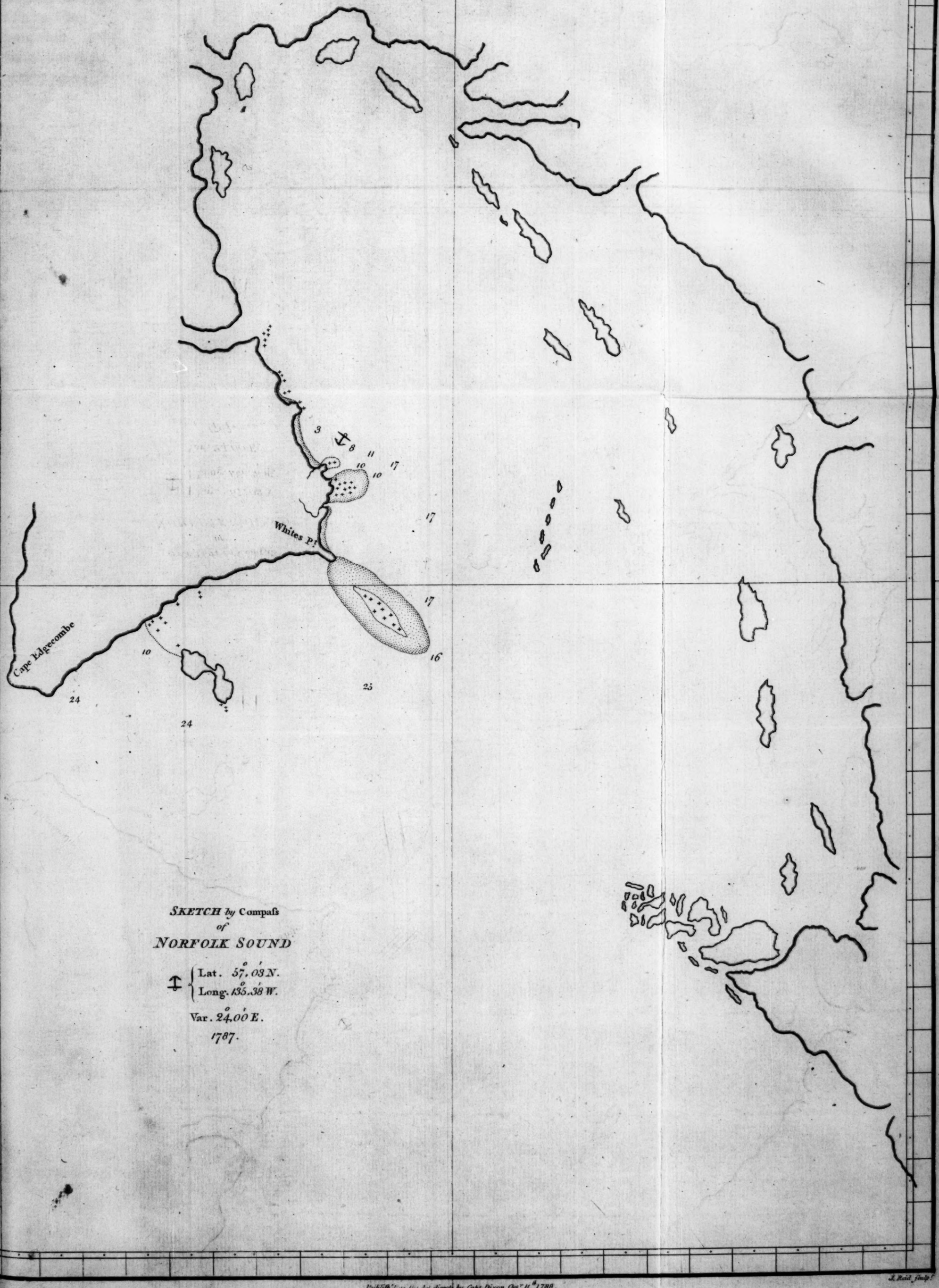
Norfolk Sound, 22d June.

LETTER XXXIII.

NORFOLK Sound, at leaſt that part where we lay at anchor, is ſituated in 57 deg. 3 min. North latitude; and 135 deg. 36 min. Weſt longitude. In that ſituation, Mount Edgecombe bore from us Weſt by South, a very few miles diſtant. It is a very extenſive place, but how far it ſtretches to the Northward, I cannot ſay; though I have no doubt of there being a paſſage

3 6 9 12 15 18 21

Nautic Miles.



SKETCH by Compass
of
NORFOLK SOUND

⚓ { Lat. 57°. 03′ N.
Long. 135°. 38′ W.

Var. 24°. 00′ E.

1787.

Publish'd as the Act directs by Capt. Dixon Oct.r 11.th 1788.

J. Reid. Sculp.r

through to the *Bay of Iſlands*, which, thou mayeſt remember, we looked for in vain to the Weſtward of Cape Edgecombe, when on the coaſt laſt year. Had the wind permitted us, to have looked round the South Eaſt point of the cape, agreeable to our intention in the morning of the 15th of September laſt, we without doubt ſhould have found our preſent harbour. During the greateſt part of the time we lay here, the weather was pretty moderate, the mean of the thermometer 48 deg. the wind generally light, and varying from South Eaſt to South Weſt. 1787. June.

The ſhore here, in common with the reſt of the coaſt, abounds with pines; there is alſo greater quantities of the witch hazle here, than we had hitherto met with. We found various kinds of flowering trees and ſhrubs, amongſt which were wild gooſeberries, currants, and raſberries; wild parſley is found here in great plenty; we picked great quantities of it, and it eats excellently, either as a ſallad, or boiled amongſt ſoup. The ſaranne, or wild lilly-root, grows here in great plenty and perfection.

There are very few wild geeſe or ducks ſeen here, and thoſe ſhy and difficult of approach. Captain Dixon, as I before obſerved, was frequently on ſhore with his fowling-piece; but he ſhot any thing that came in his way indiſcriminately, his chief motive being rather to ſhew the Indians the effects of fire-arms, than to purſue game; and the event ſhewed that his intention was compleatly anſwered.

The inhabitants frequently caught halibut, and we ſaw large quantities of ſalmon frequently hung up on ſhore to dry, but they were not very willing to ſell it, which ſhews, that fiſh is a principal and favourite article of food here: we indeed purchaſed a few

1787. June. ſalmon, but they were of a very inferior kind to thoſe we met with in Cook's River. Fiſh, however, being the only freſh proviſion in our power to obtain, our whale-boat was frequently ſent out with ſix hands to catch fiſh for the ſhip's company; they were always tolerably ſucceſsful, catching great numbers of fine rock-fiſh, and ſome hake, but very few halibut.

Whether the method of fiſhing here is the ſame with that at Port Mulgrave, I cannot ſay, as we never had an opportunity of ſeeing them at that employment. There are great quantities of muſcles in ſome parts of the ſound, together with a few crabs, ſtar-fiſh, &c.

I endeavoured to make a calculation of the number of inhabitants who reſide in the ſound, and its environs; the greateſt number I ever ſaw about the ſhip at one time, was 175, including women and children. Were I to eſtimate theſe at half the number who live here, it would perhaps not be far from the truth; but ſuppoſing an allowance to be made for the aged and infirm, and for thoſe who were abſent, engaged in hunting, fiſhing, &c. I think 450 people will be the whole of the natives found here, taking the computation in its utmoſt extent, and including men, women, and children.

Theſe people in their make, ſhape, and features, are pretty much the ſame with thoſe we ſaw in Port Mulgrave; their faces are alſo painted with a variety of colours; the women, too, ornament, or rather diſtort rheir lips in the ſame manner as I have already deſcribed; and it ſhould ſeem, that the female who is ornamented with the largeſt piece of wood, is generally moſt reſpected by her friends, and by the community in general.

This

This curious operation of cutting the under lip of the females, never takes place during their infancy, but from every obſervation I was able to make, ſeems confined to a peculiar period of life. When the girls arrive to the age of fourteen or fifteen, the center of the under lip, in the thick part near the mouth, is ſimply perforated, and a piece of copper wire introduced to prevent the aperture from cloſing; the aperture afterwards is lengthened, from time to time, in a line parallel with the mouth, and the wooden ornaments are enlarged in proportion, till they are frequently increaſed to three, or even four inches in length, and nearly as wide, but this generally happens, when the matron is advanced in years, and conſequently the muſcles are relaxed; ſo that poſſibly old age may obtain greater reſpect than this very ſingular ornament. 1787. June.

The manners and diſpoſition of the people here, approach nearer to thoſe in Cook's River, and Prince William's Sound, than our friends in Port Mulgrave; but this may, perhaps, in ſome meaſure, be accounted for from their enlarged ſociety, and their conſtant intercourſe with each other.

Their traffic, and indeed all their concerns, ſo far as fell under my obſervation, appear to be conducted with great order and regularity; they conſtantly came along-ſide to trade with us at daylight in the morning, and never failed to ſpend more than half an hour in ſinging before the traffic commenced. The Chief of the tribe has always the entire management of all the trade belonging to his people, and takes infinite pains to diſpoſe of their furs advantageouſly.

Should a different tribe come along-ſide to trade, whilſt he is trading, they wait with patience till he has done, and if in their

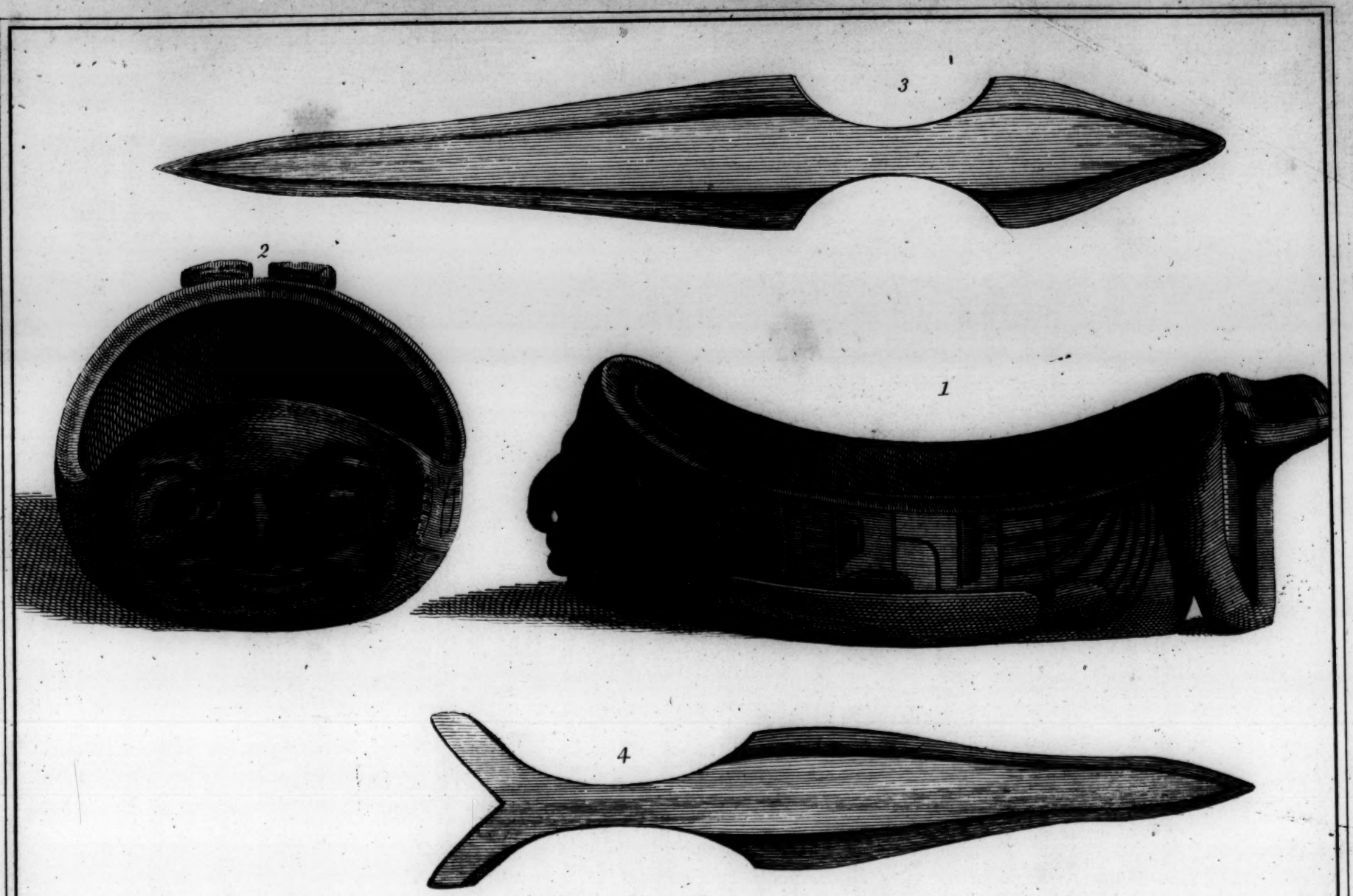
1787. June. opinion he has made a good market, they frequently employ him to ſell their ſkins: ſometimes, indeed, they are extremely jealous of each other, and uſe every precaution to prevent their neighbours from obſerving what articles they obtain in exchange for their commodities.

About twelve o'clock they conſtantly left the ſhip, and went on ſhore, where they ſtaid about an hour, which time, as we had frequent opportunities of obſerving, was taken up in eating. This evidently ſhews, that they have at leaſt one *fixed* meal in the day, and that it is regulated by the ſun. They likewiſe frequently left us about four in the afternoon; but this time was not ſo exactly obſerved as at noon. Towards the evening we in general had far the greateſt number of viſitants; but by this time the trade of the day was pretty well over, and numbers came only by way of relaxation, after the fatigue of their various employments, though ſometimes we had excellent ſkins brought us in the evening, by traders who had been out during the day amongſt their neighbours in the adjacent harbours.

It was one fine evening, when we were ſurrounded both by traders and people brought by curioſity, that I counted 175 people, as I have before obſerved; and I am pretty confident, that the concluſion I drew from that eſtimate, will be the extreme number of inhabitants living in this ſound.

When the traffic of the day is pretty well over, they begin to ſing, and never leave off till the approach of night; thus beginning and ending the day in the ſame manner.

One



Barlom sculp.

1. *A* Carved Dish *from Queen Charlotte's Isles.*
2. *A Front View of D^o. now in the Poſſeſſion of* Sir Joſeph Banks *Bar^t.*
3. *A* Dagger *from Port Mulgrave.*
4. *A D^o.*

Published as the Act directs by Capt Dixon Feby 1789.

BRITISH MUSEUM

1787. June.

One peculiar cuſtom I took notice of here, which as yet we had been ſtrangers to. The moment a Chief has concluded a bargain, he repeats the word *Coocoo* thrice, with quickneſs, and is immediately anſwered by all the people in his canoe with the word *Whoah*, pronounced in a tone of exclamation, but with greater or leſs energy, in proportion as the bargain he has made is approved of.

The cloaths wore univerſally on the coaſt are made of ſkins ſewed together in various forms, and which I will endeavour to deſcribe more particularly by and bye; I juſt mention them now from a remarkable circumſtance. One of the Chiefs who came to trade with us, happening one day to caſt his eyes on a piece of Sandwich Iſland cloth, which hung up in the ſhrouds to dry, became very importunate to have it given him. The man to whom the cloth belonged, parted with it very willingly, and the Indian was perfectly overjoyed with his preſent. After ſelling what furs he had brought with great diſpatch, he immediately left us, and paddled on ſhore, without favouring us with a parting ſong, as is generally the cuſtom. Soon after day-light the next morning, our friend appeared along-ſide, dreſſed in a coat made of the Sandwich Iſland cloth given him the day before, and cut exactly in the form of their ſkin-coats, which greatly reſemble a waggoner's frock, except the collar and wriſt-bands. The Indian was more proud of his new acquired dreſs than ever London beau was of a birth-day ſuit, and we were greatly pleaſed with this proof of theſe people's ingenuity and diſpatch; the coat fitted exceedingly well; the ſeams were ſewed with all the ſtrength the cloth would admit of, and with a degree of neatneſs equal to that of an Engliſh mantua-maker.

I was one day endeavouring to get the meaning of ſome words in their language from one of the Chiefs, and on pointing to the Sun, he

1787. June. he took great pains to make me underſtand, that notwithſtanding our apparent ſuperiority in poſſeſſing various uſeful articles, which they did not, yet that our origin was the ſame with their's, that they came from above as well as we, and that the Sun animated and kept alive every creature in the univerſe. Theſe notions of the Chief immediately brought to my recollection thoſe beautiful lines of Pope, in his Eſſay on Man.

" Lo! the poor Indian whoſe untutor'd mind,
" Sees God in clouds, or hears him in the wind,
" His ſoul, proud ſcience never taught to ſtray,
" Far as the ſolar walk or milky way,
" Yet ſimple nature to his hope has giv'n
" Behind the cloud-topt hill an humble Heav'n;
" Some ſafer world in depth of woods embrac'd,
" Some happier iſland in the watry waſte,
" Where ſlaves once more their native land behold,
" No fiends torment, no Chriſtians thirſt for gold.
" *To be*, contents his natural deſire,
" He aſks no angel's wing, no ſeraph's fire,
" But thinks admitted to that equal ſky,
" His faithful dog ſhall bear him company."

The Indians here alluded to by Pope, are undoubtedly thoſe of South America; yet many of theſe lines are applicable to the people on this ſide of the continent. The man I have juſt been ſpeaking of had, no doubt, ſome idea of a Supreme Being; and if we admit the probability of their morning and evening ſongs being intended as a kind of adoration to that Supreme Being, it will ſerve to give us no very inadequate idea of their religion.

The canoes here are conſtructed in much the ſame manner as thoſe at Port Mulgrave; but the large ones are finiſhed in a more com-

compleat and workman-like manner, and hold from ſixteen to twenty people. 1787. June.

Beſides their ordinary dreſs, the natives at this place have a peculiar kind of cloaks made purpoſely to defend them from the inclemency of the weather. I had no opportunity of examining them minutely, but they appear to be made of reeds ſewed very cloſely together, and I was told by one of our gentlemen who was with Captain Cook during his laſt Voyage, that they are exactly the ſame with thoſe wore by the inhabitants of New Zealand.

In regard to the language here, I have ſome reaſon to think it is nearly the ſame with that at Port Mulgrave; however, as it may perhaps be in my power to obtain ſome further information reſpecting this article before we leave the coaſt, I will reſume the ſubject at a future opportunity.

I have already mentioned, that our trade ſeemed nearly over by the 21ſt June, and we perceived on the 22d the natives were ſtripped of every thing worth carrying away, ſo that it was determined to leave this place the firſt fair wind.

Our ſucceſs at this place, if it did not anſwer our moſt ſanguine expectations, was nevertheleſs by far the moſt encouraging we had hitherto met with. We purchaſed about two hundred excellent ſea otter ſkins, a good quantity of inferior pieces of ſea otter, together with a large parcel of indifferent pieces and ſlips; about one hundred good ſeals, and a great number of fine beaver tails.

The various articles uſed by us in barter, I have already ſpecified; as alſo the different degrees of eſtimation they are held in;

iron,

1787. June. iron, however, may juſtly be reckoned the ſtaple commodity, every thing elſe depending, in a great meaſure, on fancy and caprice. Seals and beaver tails we brought to a regular ſtandard price, a ring being uniformly given for a tail or a ſeal-ſkin; ſo that *that* part of our traffic was quickly diſpatched.

We now wait only for a fair wind to carry us from this place. Fluſhed with our late ſucceſs, we are willing to hope, that the coaſt will yet afford us things of far greater conſequence. Be this as it may, thou mayeſt expect at every opportunity to hear from thine ever,

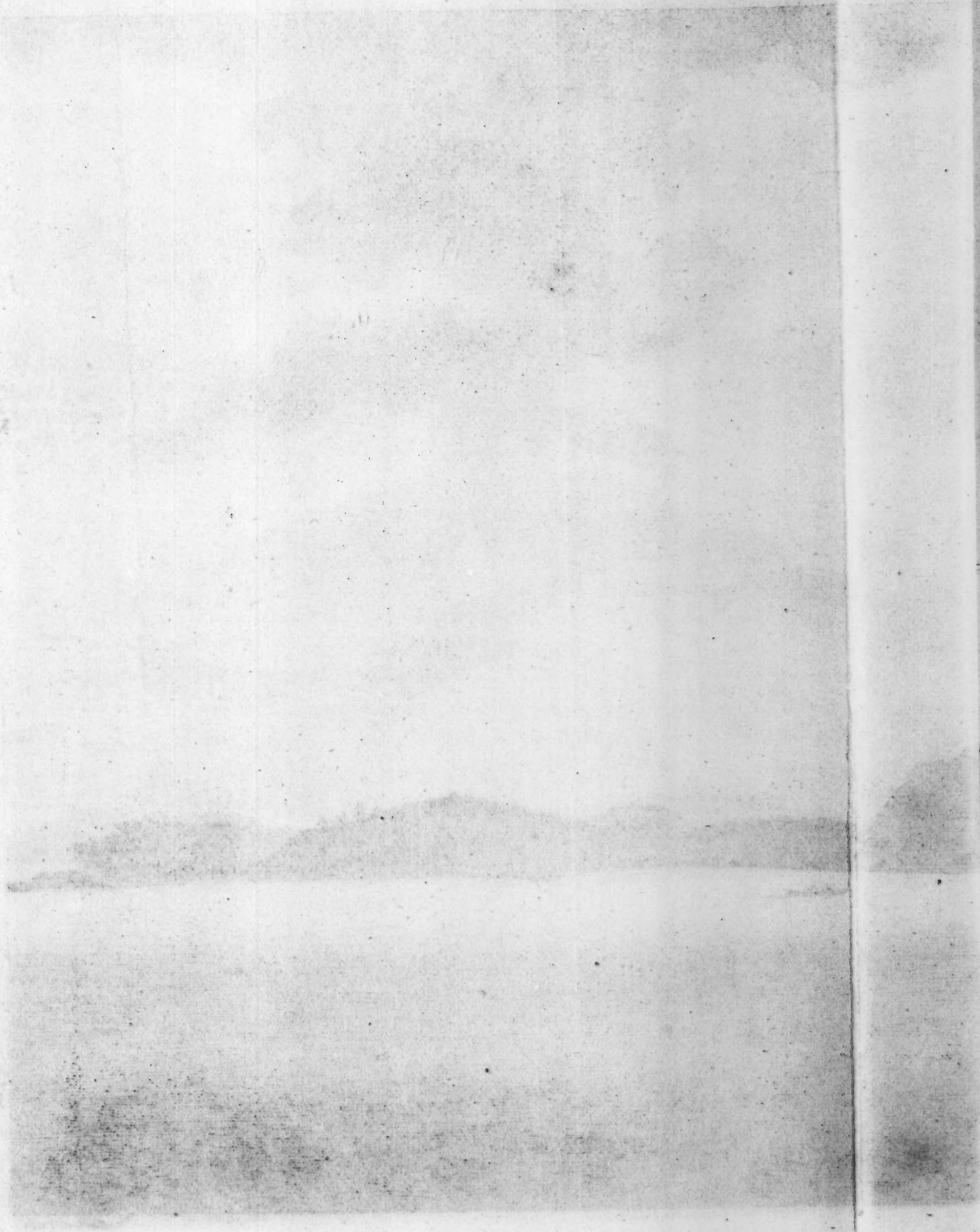
W. B.

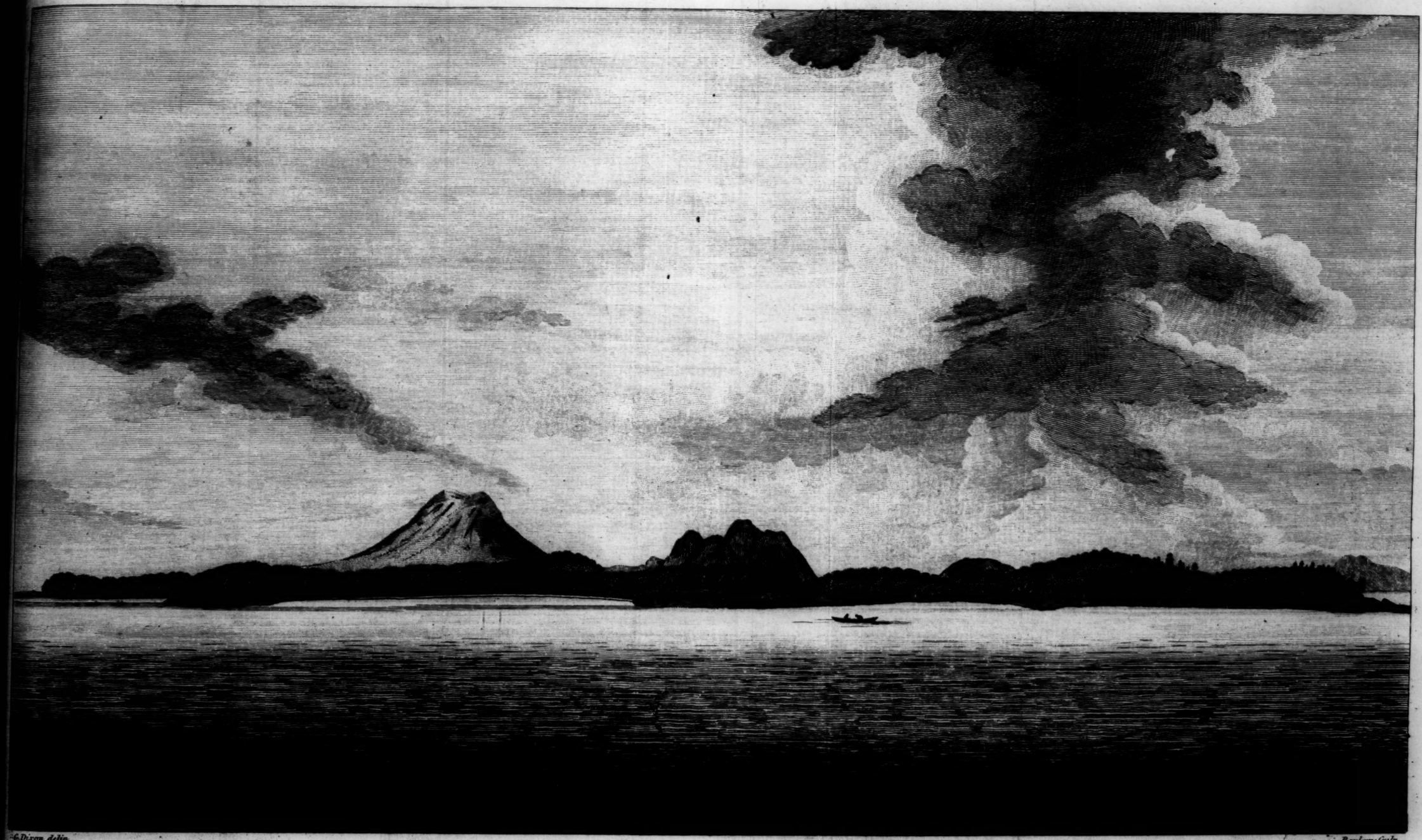
Norfolk Sound, 24th June.

LETTER XXXIV.

EARLY in the morning of the 23d of June, a light Weſterly breeze ſpringing up, we unmoored, and at ſix o'clock weighed anchor, and made ſail. On getting in our ſmall bower, we found about twenty fathom of the cable cut by the rocks, and being unfit for ſervice, it was condemned.

At noon, Cape Edgcombe bore North 65 deg. Weſt, about three miles diſtant from ſhore, and our meridian altitude gave 56 deg. 48 min. North latitude. Captain Dixon's intention was to keep well





G. Dixon delin.

Barlow sculp.

A View *of* MOUNT EDGCOMBE; *taken from the* Ship *at* Anchor *in* Norfolk Sound.

Published as the Act directs by Capt. Dixon Jan.y 7.th 1789.

3 6 9 12

Nautic Miles.

SKETCH by Compass
of
PORT BANKS

Lat. 56°.35′ N.
Long. 135°.00′ W.

Var. 24°.00′ E.
1787.

40

30

24

24

19

Sea Otter Pt

4

22

15

19

15

Pt Lauder

Published as the Act directs by Capt. Dixon Oct.r 8.th 1788.

Engraved by J.B. no 2 Nr 12 Winchester St Borough

BRITISH MUSEUM

well in with the land all along the coaſt, in order to examine every place where there was a probability of finding inhabitants. In the afternoon the breeze freſhened, and at ſix o'clock we ſaw a fine entrance, bearing Eaſt North Eaſt, on which we ſhortened ſail, and ſtood in for it. On our approaching nearer in with the land, the channel a-head had the appearance of a river from the North; but the tide ſetting ſtrongly out of it, and the wind ſhifting to the Northward, we ſtood into a fine harbour, which now opened to the South Eaſt. At the entrance we had ſoundings from fifty to ſixty fathom water, over a rocky bottom; but as we advanced farther in, the ſoundings leſſened to twenty-one fathom, with mud, on which we came to an anchor, being compleatly land-locked, and within muſquet ſhot of the ſhore, both to the Southward and Northward. 1787. June.

Though this appeared a moſt eligible ſpot for the natives to take up their abode in, yet no people were to be ſeen. On this, a four pounder was fired in the evening, in order to excite the curioſity of the inhabitants, if there ſhould be any within hearing.

The morning of the 24th was very fine, but no Indians to be ſeen, on which the whale-boat was hoiſted out, and Captain Dixon went in her to look for inhabitants, in the adjacent creeks and harbours. A paſſage up a corner of the bay, to the Eaſtward of our ſtation, was the place which firſt engaged his attention: he returned from thence about twelve o'clock, but without ſucceſs. The creek run a conſiderable diſtance in land, and terminated at the foot of a mountain, from whence it received a copious ſupply of freſh water, occaſioned by the heat of the ſun melting the ſnow on the tops of the mountains, and which now had ſuch power as to ſupply a conſtant rivulet.

1787. June. Near this place were the veſtiges of an Indian hut, which ſeemed to have been recently taken away, and probably had been the temporary habitation of ſome hunting party. Various kinds of flowers and flowering ſhrubs, were ſpringing up in the valley near the rivulet, and though no inhabitants were found here, yet the place ſeems peculiarly eligible for a ſummer reſidence, and more ſo, as there is a probability of meeting with plenty of fine ſalmon; ſo that I have little doubt of its being conſtantly frequented by the natives, farther on in the ſeaſon.

After dinner, Captain Dixon went to examine the paſſage to the Northward. The afternoon being very fine, our furs were got upon deck, and ſpread out to air; they had not received the leaſt damage by being packed in puncheons; ſome of the inferior ones were grown mouldy, but that, when dry, was eaſily rubbed off. Captain Dixon not returning when the evening came on, we began to feel a good deal of anxiety for his ſafety, though he had ſeven people in the boat well armed; however, about eleven o'clock we were relieved from our fears by the boat's return; they had not met with the leaſt veſtige of any inhabitants, though they had been at leaſt ſix leagues diſtant from the veſſel.

Several of our powder-barrels being unhooped, and the powder grown wet and damp, this harbour was judged a moſt eligible ſpot to dry the powder, and get the barrels repaired, eſpecially as the weather was remarkably clear and ſerene; ſo at eight in the morning of the 25th, the gunner took the powder on ſhore, and the cooper was ſent to repair the caſks. In the mean time, Captain Dixon went in the boat to examine about the entrance into this harbour, as we had taken notice, in the afternoon of the 23d, of ſome inlets to the Southward and Weſtward. The day proved remark-

remarkably fine. The powder was got into very good order, and brought on board early in the afternoon. The carpenters were on ſhore, and cut a top-maſt, and ſome ſpars for various uſes. 1787. June.

About ſeven o'clock Captain Dixon returned, having met with no better ſucceſs than before; he had been in ſeveral bays at a conſiderable diſtance from the harbour, but could not perceive the leaſt traces of people or habitations.

This harbour is ſituated in 56 deg. 35 min. North latitude; and 135 deg. Weſt longitude: it obtained the name of Port Banks, in honour of Sir Joſeph Banks. The proſpect at Port Banks, though rather confined, yet has ſomething in it more pleaſing and romantic than any we had ſeen on the coaſt. The land to the Northward and Southward riſes to an elevation ſufficient to convey every idea of winter; and though its ſides are perpetually covered with ſnow, yet the numerous pines which ever and anon pop out their buſhy heads, entirely diveſt it of that dreary and horrific caſt with the barren mountains to the North Weſt of Cook's River. To the Eaſtward, the land is conſiderably lower, and the pines appear to grow in the moſt regular and exact order: theſe, together with the bruſh-wood and ſhrubs on the ſurrounding beaches, form a moſt beautiful contraſt to the higher land, and render the appearance of the whole truly pleaſing and delightful.

As our ſtaying here any longer was only a needleſs waſte of time, at half paſt three o'clock in the morning of the 26th, we weighed anchor, and, it being calm, ſent the boats a-head to tow the veſſel out of the bay. The weather had been very fine during the ſhort time we lay here, and generally calm; the mean of the thermometer 50 deg.

1787. June. About ten o'clock we were got well into the entrance we came in by, but the wind ſet right in, with a thick fog, ſo that we were obliged to make ſeveral boards before we could get clear of the land. Our meridian altitude gave 56 deg. 30 min. North latitude; and the longitude was 135 deg. 35 min. Weſt.

The afternoon and evening continuing foggy, we ſtood to the Southward during the night, and at day-light in the morning of the 27th, ſtood again to the Eaſtward. At eleven in the forenoon, the day being tolerably clear, we ſaw land, which had the appearance of two rocky iſlands, bearing North Eaſt, on which we ſteered directly for them. At noon the land in ſight bore from North 18 deg. Eaſt, to North 50 deg. Eaſt, four miles diſtant. Our latitude was 55 deg. 52 min. North; and our longitude 134 deg. 54 min. Weſt.

On our approaching ſtill nearer the land, there was every appearance of a fine bay, the furtheſt point to the Eaſtward bearing North 35 deg. Eaſt; and the Weſtermoſt point, which was very rocky, North 45 deg. Weſt, two miles diſtant.

At three o'clock the whale-boat was hoiſted out, and Mr. Turner ſent to ſound the entrance into the bay, and look for a harbour. He returned at five o'clock, and reported, that the greater part of the bay was ſhoal water, and that there was no probability of meeting with a convenient birth to anchor in.

At ſix o'clock the weather turned hazy, with frequent ſqualls, which cauſed us to double reef the top-ſails, and haul by the wind to the Southward. At eight o'clock the land bore from North 60 deg.

deg. East to West; and the extremes of a large island from North 6 deg. East, to North 26 deg. West. 1787. June.

The weather in the morning of the 28th, was thick and hazy, attended with a fresh breeze from the Westward. In the course of the forenoon, we saw land to the Northward and Westward, about four miles distant; but the weather still continued so very hazy, that it was by no means prudent to stand close in with it.

About three in the afternoon, the day clearing up, we had a good view of the land, the extremes of which bore from North 12 deg. East to South 65 deg. East, and an opening, which had the appearance of a deep bay, North 47 deg. East, about three leagues distant.

We steered directly for this bay, expecting to find a harbour, but on approaching quite close to the land, we found it a straight bold shore, without the least shelter. The Northermost point is a remarkably high barren rock, and was covered with an innumerable quantity of various kinds of birds.

During the night, and the forenoon of the 29th, we plied occasionally, the weather being thick and hazy. Our latitude at noon, was 55 deg. 18 min. North; and the longitude 134 deg. 56 min. West. At three o'clock in the afternoon, we had a sight of the land, the extremes of which bore from North West to South East by East.

During the night, and the forenoon of the 30th, we had light variable winds, the weather still thick and hazy, which occasioned us to make frequent boards, always endeavouring to keep as near the coast as was consistent with prudence. At noon we saw land

to

1787. June. to the Northward and Eaſtward, about four leagues diſtant; our meridian altitude gave 55 deg. 13 min. North latitude. We ſaw the appearance of an inlet, bearing North 58 deg. Eaſt; but light variable winds prevented us from making ang great progreſs towards it; however, a freſh Weſterly breeze ſpringing up at five o'clock, we were enabled to ſtand right in for the paſſage; but this was of ſhort continuance, the breeze ſoon dying away, and was ſucceeded with light winds, in almoſt every direction.

At eight o'clock we ſaw an iſland to the Northward, which bore from North Eaſt by Eaſt, to Eaſt by North, about four leagues diſtant; the weather during the night was moderate and hazy.

At ſeven o'clock in the morning of the 1ſt of July, having a freſh Weſterly breeze, we ſtretched to the South Eaſt, the land in ſight bearing from North 22 deg. Weſt, to South Eaſt half Eaſt, and the body of an iſland ſeen the preceding evening, North 30 deg. Eaſt, ſix miles diſtant. At noon, we ſaw a deep bay, which bore North Eaſt by Eaſt; the extreme point to the Northward North Eaſt by North; and the Eaſtermoſt land South Eaſt, about ſeven leagues diſtant. Our latitude was 54 deg. 22 min. North; and the longitude 133 deg. 50 min. Weſt.

During the afternoon, we had light variable winds, on which we ſtood to the Northward, for fear we ſhould get to leeward of the bay in ſight, and we were determined to make it if poſſible, as there was every probability of meeting with inhabitants.

During the night we had light variable airs in every direction, together with a heavy ſwell from the South Weſt; ſo that in the morning of the 2d, we found our every effort to reach the bay ineffectual;

effectual; however, a moderate breeze ſpringing up at North Eaſt, we ſtood in for the land cloſe by the wind with our ſtarboard tacks on board. At ſeven o'clock, to our very great joy, we ſaw ſeveral canoes full of Indians, who appeared to have been out at ſea, making towards us. On their coming up with the veſſel, we found them to be a fiſhing party; but ſome of them wore excellent beaver cloaks, the ſight of which----but at preſent I muſt lay down my pen, with a promiſe to reſume it ſoon. Thine aſſuredly, 1787. July.

W. B.

Off Queen Charlotte's Islands, July 4th.

LETTER XXXV.

I DOUBT not but thou haſt cenſured me in "good, ſet, holiday terms," for the abrupt concluſion of my laſt, at a time when we were becoming the favourites of fortune; but I hope now to make thee ample amends for this *hiatus*, by an account of the ſucceſs we have met with, and which equals our moſt ſanguine expectations.

The Indians we fell in with in the morning of the 2d of July, did not ſeem inclined to diſpoſe of their cloaks, though we endeavoured to tempt them by exhibiting various articles of trade, ſuch as toes, hatchets, adzes, howels, tin kettles, pans, &c. their attention ſeemed entirely taken up with viewing the veſſel, which they appa-

1787. July. apparently did with marks of wonder and ſurprize. This we looked on as a good omen, and the event ſhewed, that *for once* we were not miſtaken.

After their curioſity, in ſome meaſure, ſubſided, they began to trade, and we preſently bought what cloaks and ſkins they had got, in exchange for toes, which they ſeemed to like very much.

They made ſigns for us to go in towards the ſhore, and gave us to underſtand, that we ſhould find more inhabitants, and plenty of furs.

By ten o'clock we were within a mile of the ſhore, and ſaw the village where theſe Indians dwelt right a-breaſt of us: it conſiſted of about ſix huts, which appeared to be built in a more regular form than any we had yet ſeen, and the ſituation very pleaſant, but the ſhore was rocky, and afforded no place for us to anchor in. A bay now opened to the Eaſtward, on which we hauled by the wind, which blew pretty freſh from the Northward and Eaſtward, and ſteered directly for it. During this time, ſeveral of the people whom we traded with in the morning, had been on ſhore, probably to ſhew their newly acquired bargains; but on ſeeing us ſteer for the bay, they preſently puſhed after us, joined by ſeveral other canoes.

As we advanced up the bay, there appeared to be an excellent harbour, well land-locked, about a league a-head; we had ſoundings from ten to twenty-five fathom water, over a rocky bottom, but unluckily, the harbour trended right in the wind, and at one o'clock the tide ſet ſo ſtrongly againſt us, that we found it impoſſible to make the harbour, as we loſt ground every board, on which

we

we hove the main top-ſail to the maſt, in order to trade with the Indians. 1787. July.

A ſcene now commenced, which abſolutely beggars all deſcription, and with which we were ſo overjoyed, that we could ſcarcely believe the evidence of our ſenſes. There were ten canoes about the ſhip, which contained, as nearly as I could eſtimate, 120 people; many of theſe brought moſt beautiful beaver cloaks; others excellent ſkins, and, in ſhort, none came empty handed, and the rapidity with which they ſold them, was a circumſtance additionally pleaſing; they fairly quarrelled with each other about which ſhould ſell his cloak firſt; and ſome actually threw their furs on board, if nobody was at hand to receive them; but we took particular care to let none go from the veſſel unpaid. Toes were almoſt the only article we bartered with on this occaſion, and indeed they were taken ſo very eagerly, that there was not the leaſt occaſion to offer any thing elſe. In leſs than half an hour we purchaſed near 300 beaver ſkins, of an excellent quality; a circumſtance which greatly raiſed our ſpirits, and the more, as both the plenty of fine furs, and the avidity of the natives in parting with them, were convincing proofs, that no traffic whatever had recently been carried on near this place, and conſequently we might expect a continuation of this plentiful commerce. That thou mayeſt form ſome idea of the cloaks we purchaſed here, I ſhall juſt obſerve, that they generally contain three good ſea otter ſkins, one of which is cut in two pieces, afterwards they are neatly ſewed together, ſo as to form a ſquare, and are looſely tied about the ſhoulders with ſmall leather ſtrings faſtened on each ſide.

At three o'clock, our trade being entirely over, and the wind ſtill againſt us, we made ſail, and ſtood out of the bay, intending to

1787. July. try again for the harbour in the morning. At eight o'clock the points of the bay we had lately left, bore from North 19 deg. Eaſt to Eaſt, about three leagues diſtant. During the night we ſtretched to the Southward and Weſtward, plying as occaſion required.

In the morning of the 3d, we had a freſh Eaſterly breeze, and ſqually weather, with rain; but as we approached the land, it grew calm; and at ten o'clock, being not more than a mile diſtant from ſhore, the tide ſet us ſtrongly on a rocky point to the Northward of the bay, on which the whale-boat and yawl were hoiſted out and ſent a-head, to tow the veſſel clear of the rocks.

Several canoes came along-ſide, but we knew them to be our friends whom we had traded with the day before, and found that they were ſtripped of every thing worth purchaſing, which made us leſs anxious of getting into our propoſed harbour, as there was a greater probability of our meeting with freſh ſupplies of furs to the Eaſtward. At three o'clock a freſh breeze ſpringing up, we hoiſted in the boats, and the weather turning hazy, we ſtretched to the South Weſt, tacking occaſionally during the night.

In the morning of the 4th the land in ſight bore from North 75 deg. Eaſt to South 48 deg. Eaſt, about four leagues diſtant. At noon the head of the bay we firſt made, and which I ſhall diſtinguiſh by the name of *Cloak Bay*, bore nearly Eaſt, about four leagues diſtant. Our meridian alitude gave 54 deg. 14 min. North latitude; and the longitude was 133 deg. 23 min. Weſt. We found the variation of the compaſs to be 24 deg. 28 min. Eaſterly.

During the afternoon we had a freſh Northerly breeze, and cloudy weather. At three o'clock we ſay a bay to the Eaſtward,

on which we hauled on a wind, and ſtood towards it; but finding no appearance of a harbour, nor any ſign of inhabitants, when at two miles diſtance from the land, we bore away to the Southward. At eight o'clock we tacked and ſtood to the Weſtward; the extremes of the land at that time bore from North to South 48 deg. Eaſt, about four miles diſtant from ſhore. 1787. July.

During the night we had light baffling winds, with intervening calms; but in the morning of the 5th, a breeze ſprung up from the North Weſt. During the forenoon we ſtood in for the ſhore, making occaſional boards, in order that we might loſe as little ground as poſſible. At noon the land in ſight bore from South 58 deg. Eaſt to North 11 deg. Weſt, diſtance from ſhore about three miles. Our meridian altitude gave 53 deg. 48 min. North latitude. In the afternoon ſeveral canoes came along-ſide, bringing a number of good cloaks, which they diſpoſed of very eagerly; but trade ſeemed now to have taken a different turn; braſs pans, pewter baſons, and tin kettles, being the articles moſt eſteemed by theſe people.

The wind continuing ſteady at North Weſt, Captain Dixon judged it more advantageous for us to ply along ſhore, as circumſtances required, than come to anchor, eſpecially as we had every reaſon to conclude, that the natives did not live together in one ſocial community, but were ſcattered about in different tribes, and probably at enmity with each other. At eight o'clock the extremes of the land in ſight bore from North 20 deg. Weſt to South 60 deg. Eaſt, and a kind of inlet or bay North 70 deg. Eaſt; four miles diſtant from ſhore.

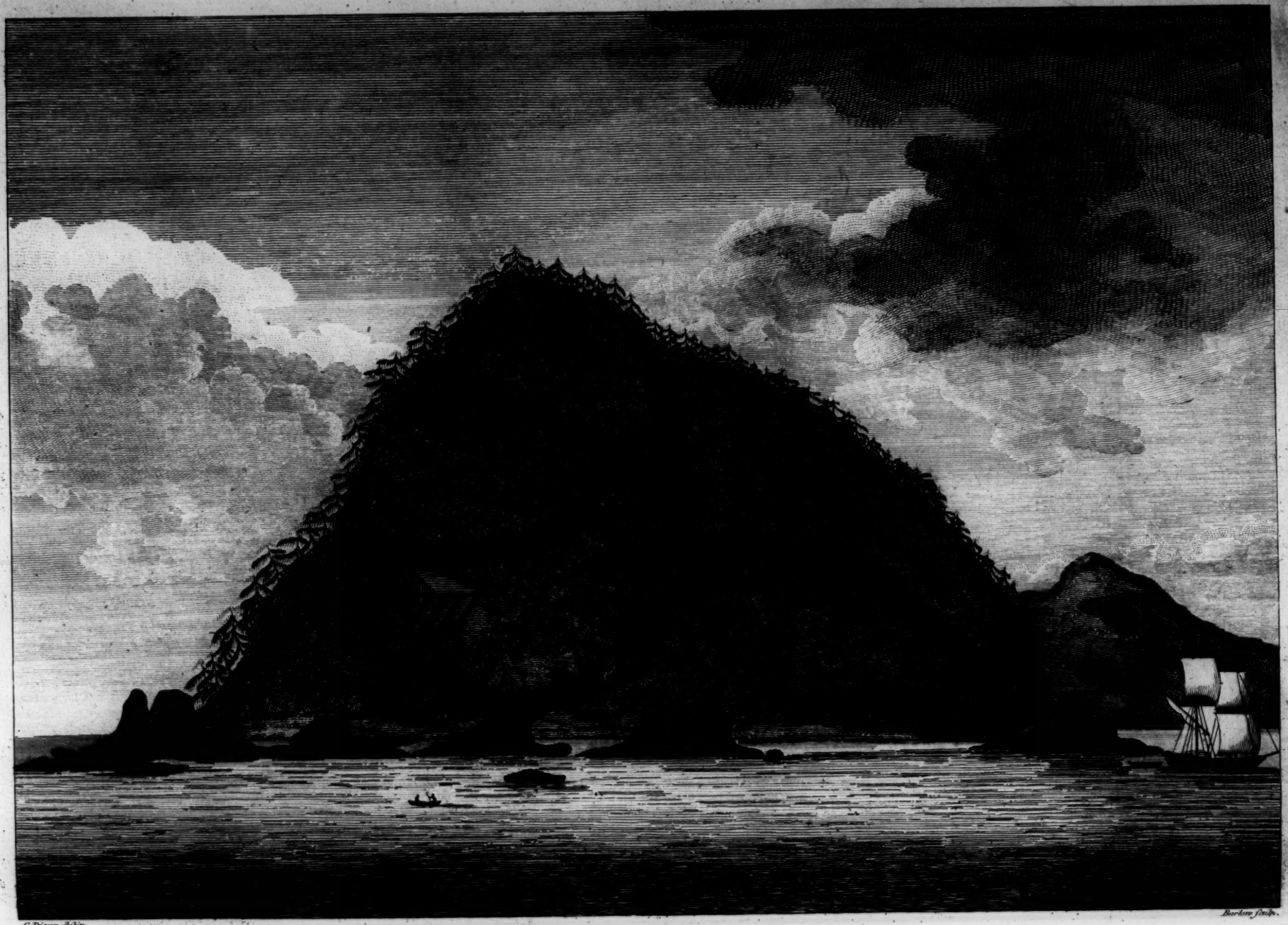
1787. July. The Indians did not leave us till evening came on, and gave us to underſtand, that they would return in the morning with more furs.

During the night, the weather was moderate, with a ſteady North Weſterly breeze; ſo that in the morning of the 6th, we were well in with the land. In the forenoon our new friends returned, according to their promiſe, with ſome excellent ſea otter cloaks, which they diſpoſed of with the ſame facility as before. Our latitude at noon was 53 deg. 34 min. North; the extremes of the land bore from South 58 deg. Eaſt to North 25 deg. Weſt. The breeze freſhening, we hove to in order to give the Indians a better opportunity of trading, and by two o'clock we had entirely ſtripped them.

Theſe people were evidently a different tribe from that we met with in Cloak Bay, and not ſo numerous; I could not reckon up more than ſeventy-five or eighty perſons along-ſide at one time. The furs in each canoe ſeemed to be a diſtinct property, and the people were particularly careful to prevent their neighbours from ſeeing what articles they bartered for. Soon after two o'clock the Indians left us; on which we made ſail, and ſtood along ſhore, tacking as occaſion required.

Since the 2d, we had coaſted along ſhore more than thirty miles, and now meeting with a freſh tribe of Indians, we were convinced that this plan was attended with better and ſpeedier ſucceſs than our laying at anchor could poſſibly be. At eight o'clock the extremes of the land in ſight bore from North 10 deg. Eaſt to South 75 deg. Eaſt; our diſtance from ſhore about ſix miles. The weather

BRITISH MUSEUM



G. Dixon delin.

Barlow fculp.

A VIEW of HIPPA ISLAND, Queen Charlottes Isles.

Publish'd as the Act directs by Capt. Dixon Jan.y 7.th 1789.

ther during the night was moderate, and we plied to the Southward and Weſtward, making boards as occaſion required. 1787. July.

In the morning of the 7th we ſtood in for the land, and at ten o'clock, ſeeing a deep bay which bore North North Weſt, we hauled on a wind, and ſteered directly for it, thinking it probably might be inhabited; but on approaching well in with the land, there was no appearance of a harbour, or any inhabitants, on which we bore away to the Southward. At noon the extremes of the land bore from South Eaſt to North 60 deg. Weſt, four miles diſtant from ſhore. The latitude 53 deg. 16 min. and longitude 133 deg. 19 min. Weſt.

About two o'clock in the afternoon, being cloſe in ſhore, we ſaw ſeveral canoes putting off, on which we ſhortened ſail, and lay to for them, as the wind blew pretty freſh. The place theſe people came from had a very ſingular appearance, and on examining it narrowly, we plainly perceived that they lived in a very large hut, built on a ſmall iſland, and well fortified after the manner of an hippah, on which account we diſtinguiſhed this place by the name of *Hippah Iſland*.

The tribe who inhabit this hippah, ſeem well defended by nature from any ſudden aſſault of their enemies; for the aſcent to it from the beach is ſteep, and difficult of acceſs; and the other ſides are well barricadoed with pines and bruſh-wood; notwithſtanding which, they have been at infinite pains in raiſing additional fences of rails and boards; ſo that I ſhould think they cannot fail to repel any tribe that ſhould dare to attack their fortification.

A num-

A VIEW of HIPPA ISLAND, Queen Charlotte's Isles. Published as the Act directs by Capt. Dixon June 1st 1789.

1787. July. A number of circumſtances had occurred, ſince our firſt trade in Cloak Bay, which convinced us, that the natives at this place were of a more ſavage diſpoſition, and had leſs intercourſe with each other, than any Indians we had met with on the coaſt, and we began to ſuſpect that they were cannibals in ſome degree. Captain Dixon no ſooner ſaw the fortified hut juſt mentioned, than this ſuſpicion was ſtrengthened, as it was, he ſaid, built exactly on the plan of the hippah of the ſavages at New Zealand. The people, on coming along-ſide, traded very quietly, and ſtrongly importuned us by ſigns, to come on ſhore; at the ſame time giving us to underſtand (pointing towards the Eaſt) that if we viſited that part of the coaſt, the inhabitants there would cut off our heads. This was an unqueſtionable proof, that they were at variance with their neighbours, and their hoſtile appearance ſufficiently confirmed it, being well armed with knives and ſpears.

I am not fond of hazarding *conjectures*, yet I cannot help remarking, that though the behaviour of theſe people was harmleſs and inoffenſive, yet their attempt to perſuade us to go on ſhore, is an additional proof in favour of our ſuſpicion; they certainly wanted to decoy us to the hippah, and there, no doubt, we ſhould have been inſtantly butchered.

We purchaſed a number of excellent cloaks, and ſome good ſkins from theſe Indians, for which we gave a variety of articles, ſome chuſing toes, and others pewter baſons, tin kettles, knives, &c. This tribe appeared the leaſt we had yet ſeen; I could not reckon more than thirty-four or thirty-ſix people in the whole party; but then it ſhould be conſidered, that theſe were probably choſen men, who perhaps expected to meet with their enemies, as they were equally prepared for war or trade.

Having

Having purchaſed every thing theſe ſavages had to diſpoſe of, and no more canoes coming near us, at eight o'clock we made ſail. The extremes of the land in ſight bore from Eaſt South Eaſt to North Weſt by North; diſtance from ſhore about ſeven miles. 1787. July.

During the night we ſtood off and on, with the wind at North Weſt, and in the morning of the 8th, we ſtood in for the land; at eight o'clock, ſeeing ſome canoes coming from ſhore, we lay to, in order to trade with them. On their coming along-ſide, we found them to be our friends from Hippah Iſland; but what furs they now brought were of an inferior kind, they having ſold us their prime ſkins the preceding afternoon. By ten o'clock, the Indians being entirely ſtripped, left us; on which we made ſail. Our obſervation at noon gave 53 deg. 2 min. North latitude. Hippah Iſland bore North 28 deg. Weſt; a little iſland North 11 deg. Weſt, and the Southermoſt land in ſight South 68 deg. Eaſt; the neareſt ſhore about three leagues diſtant.

During the afternoon we kept cloſe in with the land, tacking occaſionally, but no canoes came near us. At eight o'clock, Hippah Iſland bore North Weſt, and the Southermoſt land in ſight South 73 deg. Eaſt; our diſtance from ſhore about four leagues.

During the night we ſtood off and on; our chief care being to keep ſo near the land, that we could be well in with it ſoon after day-light, and by that means, have an opportunity of inſpecting every mile of the coaſt.

In the forenoon of the 9th, we had five canoes along-ſide, containing about thirty-eight or forty people, from whom we purchaſed ſome very good cloaks, and a few good ſkins; *they* too were fond

1787. July. fond of variety, and did not fix on any particular article; but tin kettles and pewter baſons ſeemed to have the preference to any thing we could ſhew them.

In one of the canoes was an old man, who appeared to have ſome authority over the reſt, though he had nothing to diſpoſe of: he gave us to underſtand, that in another part of theſe iſlands, (pointing to the Eaſtward) he could procure plenty of furs for us, on which Captain Dixon gave him a light horſeman's cap: this preſent added greatly to his conſequence, and procured him the envy of his companions in the other canoes, who beheld the cap with a longing eye, and ſeemed to wiſh it in their poſſeſſion.

There were likewiſe a few women amongſt them, who all ſeemed pretty well advanced in years; their under lips were diſtorted in the ſame manner as thoſe of the women at Port Mulgrave, and Norfolk Sound, and the pieces of wood were particularly large. One of theſe lip-pieces appearing to be peculiarly ornamented, Captain Dixon wiſhed to purchaſe it, and offered the old woman to whom it belonged a hatchet; but this ſhe refuſed with contempt; toes, baſons, and ſeveral other articles were afterwards ſhewn to her, and as conſtantly rejected. Our Captain began now to deſpair of making his wiſhed-for purchaſe, and had nearly given it up, when one of our people happening to ſhew the old lady a few buttons, which looked remarkably bright, ſhe eagerly embraced the offer, and was now altogether as ready to part with her wooden ornament, as before ſhe was deſirous of keeping it. This curious lip-piece meaſured three and ſeven-eighth inches long, and two and five-eighth inches in the wideſt part: it was inlaid with a ſmall pearly ſhell, round which was a rim of copper.*

Theſe

* This lip-piece is now in the poſſeſſion of Sir Joſeph Banks, Bart.



Ornament of the under Lip, worn by the Women of Charlotte's Isles.

Ladle made of Horn, from the same Place.



Collings W. W. Lewin del. Anomia Venosa. Soland: P. Mazell sculp.

Published as the Act directs by Capt. Dixon Jan? 15, 1789.

BRITISH MUSEUM

1787. July.

Theſe people were evidently a different tribe from that inhabiting Hippah Iſland, but appeared equally ſavage and fierce in their diſpoſitions, and were well provided with offenſive weapons; however, they traded very quietly, and did not give us the leaſt diſturbance. When the furs which they brought for barter were diſpoſed of, they left us, and paddled in for the ſhore. Our obſervation at noon gave 52 deg. 54 min. North latitude; and the longitude by lunar obſervation was 132 deg. 23 min. Weſt. The extremes of the land bore from South 75 deg. Eaſt, to North 42 deg. Weſt; and our diſtance from ſhore about ſix miles.

In the afternoon, four canoes, containing about 32 people, came along-ſide, but they belonged to our morning viſitants, and what cloaks they brought us were indifferent, being pretty much wore. By four o'clock the Indians, (having diſpoſed of all their trade) left us, and made for the land.

During the night we had a ſtrong breeze from the Weſtward, with conſtant rain, which continued till the forenoon of the 10th, when the wind grew light and variable, with thick hazy weather. Our obſervation at noon gave 52 deg. 48 min. North latitude. At ſix o'clock the extremes of the land bore from North Eaſt by North to North 75 deg. Weſt; a ſmall iſland North 22 deg. Eaſt, diſtant four leagues. In the night the wind again ſettled at North Weſt, blowing a freſh breeze, the weather cloudy; we ſtood to the South Weſt as uſual.

I may now lay down the pen for a moment, with a good grace, as that plea ſo often uſed by *wou'd be great* men, viz. "*Hurry of buſineſs*," will come with ſome degree of decency at this time, from thy ſincere friend.

W. B.

OFF QUEEN CHARLOTTE'S ISLANDS, 12th July.

1787. July.

LETTER XXXVI.

THOU mayeſt ſee by the whole tenor of my laſt, that our coaſting along theſe iſlands was the beſt and moſt expeditious method of trading we could poſſibly have hit on.

In the morning of the 11th of July, having a ſteady breeze at North Weſt, we ſtood in for the land, which at noon bore from North 55 deg. Weſt to South 74 deg. Eaſt. Our meridian altitude gave 52 deg. 50 min. North latitude, and our diſtance from ſhore was about two miles. During the afternoon we kept cloſe along ſhore, expecting ſome Indians would come off to us; but at ſix o'clock none appearing, we hauled our wind to the South Weſt. At eight o'clock the land bore from Eaſt South Eaſt to North Weſt by Weſt, about three miles diſtant from ſhore. During the night we had a gale of wind at North Weſt, attended with frequent heavy ſqualls, which occaſioned us to hand the fore-topſail, and cloſe-reef the main top-ſail.

In the morning of the 12th, the weather growing more moderate, we made ſail, and ſtood towards the land. Our latitude at noon was 52 deg. 3 min. North. During the afternoon, the wind blew very freſh, ſo that no Indians came near us. At eight in the evening, the extremes of the land bore from Eaſt by North to North North Weſt; diſtant from ſhore four leagues.

In

In the morning of the 13th, the weather was moderate, but very hazy; the land at noon bore from South 65 deg. Eaſt, to North 60 deg. Weſt, about two miles diſtant from ſhore. Our obſervation gave 52 deg. 17 min. North latitude. We kept cloſe in with the ſhore during the afternoon, though the weather was ſtill very hazy. A little before ſeven o'clock, the fog clearing up, we ſaw ſeveral canoes making towards us, on which we hauled by the wind, and hove to, in order to give them an opportunity of coming up with us: they were a different tribe from our laſt traders, and brought us ſeveral excellent cloaks, and ſome very good ſkins, which we purchaſed on much the ſame terms as before. This party conſiſted of about thirty-ſix people, and, like the tribes we had recently traded with, were prepared for the reception of their adverſaries. 1787. July.

Before the day cloſed in, we had purchaſed every article the Indians had got to ſell; yet they could not be prevailed on to quit the ſhip, though we made ſail, and gave them to underſtand, that we ſhould return the next day; yet they ſtill kept up with the veſſel. At length, about ten o'clock, a very thick fog coming on, they left us, and paddled towards the ſhore: we were now at leaſt eight miles diſtant from the coaſt, and it was a matter of doubt with many of us, whether theſe poor fellows would ever be able to find their way on ſhore, it being impoſſible to diſtinguiſh any object twenty fathoms a-head of the veſſel. During the night we hauled on a wind to the South Weſt as uſual.

From the 14th to the 20th, we had generally thick foggy weather, with a conſtant ſtrong breeze at North Weſt, and frequent intervening ſqualls. As we had reaſon to expect more trade from this quarter, it was judged moſt prudent to ſtand off and on occaſionally, in order to prevent our getting too far to the Eaſtward;

1787. July. and at the ſame time to be well in with the land, whenever the fog ſhould clear up.

We had a meridian altitude on the 18th, which gave 51 deg. 46 min. North latitude; and the mean of ſeveral ſets of lunar obſervations gave 131 deg. 22 min. Weſt longitude. The weather was not ſo conſtantly foggy, but that we frequently ſaw the land, and twice or thrice were cloſe in with the ſhore, ſo that the natives might eaſily have come to us, but none appearing, we began ſeriouſly to think, that the Indians who left us in the evening of the 13th were loſt at ſea, and conſequently no more would come near the veſſel, as they might poſſibly conclude that we had deſtroyed their companions.

Our latitude at noon on the 20th was 52 deg. 1 min. North; ſo that we were only ſixteen miles to the Southward of our obſervation on the 13th. The day being moderate and clear, we ſtood in for the land, and ſeeing ſeveral canoes making towards us, about one o'clock we hove to. When the canoes came along-ſide, we found the people to be the ſame that traded with us laſt, a circumſtance which gave us great pleaſure, our fears for their ſafety being groundleſs.

What furs they now brought were of an inferior kind, conſiſting chiefly of old cloaks, pretty much wore; theſe were generally purchaſed with braſs pans, knives, and buckles. The Indians being ſtripped of all their furs, left the veſſel immediately, and at four o'clock we made ſail, ſtretching to the South Weſt as uſual.

During the night, and greateſt part of the 21ſt, we had a ſtrong North Weſterly breeze, with frequent ſqualls. Our obſervation at noon

noon gave 51 deg. 54 min. North latitude. In the evening we had a very heavy ſwell from Weſt South Weſt, which being met by the tide, cauſed the heavieſt croſs ſea we had ſeen during the Voyage. 1787. July.

The weather on the 22d was moderate and hazy; our obſervation at noon gave 52 deg. 10 min. North latitude. During the afternoon we made ſhort boards, in order to keep well in with the coaſt.

In the morning of the 23d we had light winds, the weather ſtill hazy. Our latitude at noon was 52 deg. 13 min. North. The afternoon proving tolerably clear, about ſeven o'clock we ſaw ſeveral canoes making towards us, on which we hove to; our diſtance from ſhore was then about five miles. There were eight canoes, containing near one hundred people, many of whom had been with us on the 13th and 20th: they brought ſome pretty good cloaks, and a few good ſkins, which we purchaſed for toes and buckles. During the night we hauled by the wind as uſual, tacking occaſionally, ſo as to keep near the land; the weather moderate and hazy.

Towards noon on the 24th, the fog clearing up, we perceived ſeveral canoes putting off from ſhore, on which we lay to, in order to give them an opportunity of coming up with us. In leſs than an hour we had eleven canoes along-ſide, containing near 180 men, women, and children, which was by far the greateſt concourſe of people we had ſeen at any one time, ſince we had fallen in with theſe fortunate iſlands; but we ſoon found that curioſity had chiefly induced the natives to pay us this viſit, what they now brought to ſell being merely the gleanings of the harveſt we had plentifully reaped before: indeed till now, we had ſeldom ſeen any women or children

1787. July. children in the trading parties; for the men probably expecting to meet with their enemies, for the moſt part left the women and children behind, as an uſeleſs incumbrance. The Indians having diſpoſed of every trifling piece of rubbiſh they had got to ſell by three o'clock, left us, and paddled for the ſhore, on which we made ſail, and ſtood to the Eaſtward. At eight o'clock the Eaſtermoſt point of land bore North 40 deg. Eaſt, about four miles diſtant. From this point is a range of broken rocks, which run out more than a mile from the land.

It being evident that we could expect no more trade on this ſide the iſlands, Captain Dixon purpoſed ſtanding round the point, in order to try what the oppoſite ſide afforded. During the night we made occaſional boards, as it was judged moſt prudent to double the rocky point in the day-time.

The morning of the 25th was cloudy, with a moderate breeze at Weſt North Weſt. At noon the rocky point bore North 27 deg. Weſt, about three miles diſtant. It is ſituated in 51 deg. 56 min. North latitude; and 130 deg. Weſt longitude; and this being St. James's day, we diſtinguiſhed the land off which theſe rocks lay, by the name of Cape St. James. In the afternoon we were viſited by a ſingle canoe, but the people in her were ſome of the friends we had lately left, and brought very little worth notice. During the night we had light variable winds, and moderate weather.

At noon on the 26th, the land bore from South 5 deg. Weſt, to North 54 deg. Weſt; the point to the Southward conſiſts of ſeveral broken rocks, which extend to ſome diſtance from the ſhore, but not near ſo far as thoſe off Cape St. James. The weather now was conſtantly thick and hazy, morning and evening, but generally cleared

BRITISH MUSEUM

VIEWS of three Islands *on the NW.* Coast *of AMERICA*

with

CAPE S^t. JAMES.

Berresfords Isle.

Lat. 56°.51 N.
Long. 129°.18 W.

N. 34°.00' E dis^t 15 miles



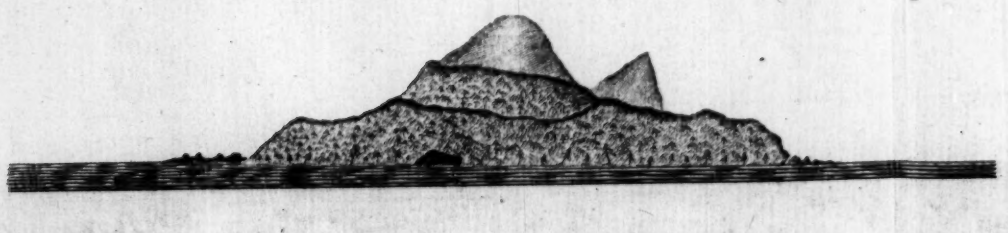
CAPE S^t. JAMES

NE b E. dis^t 4 miles



Lat. 54°.00 N.
Long. 133°.30 W.

NNE. dis^t 8 miles



Forresters Isle.

Lat. 55°.12 N.
Long. 133°.42 W.

N. 40°. W. dis^t 15 miles.



Published as the Act directs by Capt. Dixon Nov. 1st 1788.

cleared up towards noon; the wind for the greateſt part, light and variable. 1787. July.

It was Captain Dixon's intention, if the wind permitted, to go round theſe iſlands, that we might not only clear the inhabitants of their furs, but be able exactly to determine their extent, for the information of future navigators; at preſent, however, our progreſs was very ſlow.

About eleven o'clock on the 27th, we had four canoes along-ſide, containing about thirty people, ſeveral of whom we knew to be our old friends; they brought ſeveral good cloaks and ſkins, which ſhewed that the trade on this ſide of theſe iſlands was far from being exhauſted. In the afternoon three other canoes came to us, bringing ſeveral excellent ſkins, which was an additional encouragement for us to proceed. Our latitude at noon was 52 deg. 18 min. North, about three miles diſtant from ſhore.

Theſe people diſpoſed of their furs in the ſame ready manner as our former traders, and preferred tin kettles and pewter baſons to axes or howels.

Towards the evening we had a moderate Eaſterly breeze, with cloudy weather. At eight o'clock the Southermoſt point of land bore South 43 deg. Eaſt, and the land to the Northward North 56 deg. Weſt; ſeven miles diſtant from ſhore. During the night we tacked occaſionally, in order to keep well in with the ſhore, which, in the morning of the 28th, was about five miles diſtant. Having a moderate Eaſterly breeze, we ſtood towards the land, and in the forenoon ſeveral canoes came along-ſide us; many of theſe people were

1787. July. were entire ſtrangers, but what furs they brought were in general indifferent, and were chiefly purchaſed with knives and buckles.

The day clearing up, we ſaw land to the Eaſtward, about ten leagues diſtant, on which we ſounded with a line of thirty fathom, over a ſhingly bottom; our latitude at noon was 52 deg. 57 min. North. In the afternoon we had light baffling winds, with conſtant drizzling rain. The tide ſetting us to the Eaſtward, we had ſoundings from twenty-four to fourteen fathom water, over a bottom of ſand and ſmall pebble ſtones. The land in ſight to the Eaſtward we judged to be the Continent, and the nearer we approached it, our ſoundings leſſened.

Towards ſix o'clock the tide turned, and now ſetting from that land which we ſuppoſed to be the Continent, it frequently drove large patches of ſea-weed, long graſs, and pieces of wood, by the veſſel, which made us conclude, that there is a large river ſetting out from that part of the coaſt. The river called Los Reys, by Du Fonte, is near this place;* and though what he ſays about it is almoſt incredible, yet, from the above circumſtance, it appears very probable, that there are deep inlets into the country; and it is to be lamented, that we had not an opportunity of examining that part of the coaſt.

The morning of the 29th was moderate and cloudy; the wind being light and variable, we tacked occaſionally, in order to ſtand well in with the ſhore, that no opportunity of trading might be loſt. Towards noon the weather cleared up; our meridian obſervation gave 52 deg. 59 min. North latitude; ſo that we were near the middle

* See Admiral de Fonte's letter in Dobbs's Account of the Countries adjoining to Hudſon's Bay, page 124.

middle of the iſland towards the Northward and Eaſtward. In this ſituation we ſaw high land to the North Weſt, near thirty leagues diſtant, and which evidently was the ſame we had ſeen on the 1ſt of July. This circumſtance clearly proved, the land we had been coaſting along for near a month, to be a group of iſlands. 1787. July.

Early in the afternoon we ſaw ſeveral canoes coming from ſhore, and by three o'clock we had no leſs than eighteen along-ſide, containing more than 200 people, chiefly men: this was not only the greateſt concourſe of traders we had ſeen, but what rendered the circumſtance additionally pleaſing, was the quantity of excellent furs they brought us, our trade now being equal, if not ſuperior to that we met with in Cloak Bay, both in number of ſkins, and the facility with which the natives traded, ſo that all of us were buſily employed, and our articles of traffic exhibited in the greateſt variety; toes, hatchets, howels, tin kettles, pewter baſons, braſs pans, buckles, knives, rings, &c. being preferred by turns, according to the fancy of our numerous viſitants.

Amongſt theſe traders was the old Chief, whom we had ſeen on the other ſide theſe iſlands, and who now appearing to be a perſon of the firſt conſequence, Captain Dixon permitted him to come on board. The moment he got on the quarter deck he began to tell a long ſtory, the purport of which was, that he had loſt in battle the cap which we had given him; and to convince us how true this ſtory was, he ſhewed us ſeveral wounds he had received in defending his property; notwithſtanding this, he begged for another cap, intimating at the ſame time, that he would never loſe it but with his life. Our Captain, willing to gratify his ambition, made him a preſent of another cap, and we preſently found it was not beſtowed in vain, for he became extremely uſeful to us in our traf-

1787. July. fic; whenever any diſpute or miſtake aroſe in the unavoidable hurry occaſioned by ſo great a number of traders, they always referred the matter to him, and were conſtantly ſatisfied with his determination.

On our pointing to the Eaſtward, and aſking the old man whether we ſhould meet with any furs there, he gave us to underſtand, that it was a different nation from his, and that he did not even underſtand their language, but was always at war with them; that he had killed great numbers, and had many of their heads in his poſſeſſion.

The old fellow ſeemed to take particular pleaſure in relating theſe circumſtances, and took uncommon pains to make us comprehend his meaning; he cloſed his relation with adviſing us not to come near that part of the coaſt, for that the inhabitants would certainly deſtroy us. I endeavoured to learn how they diſpoſed of the bodies of their enemies who were ſlain in battle; and though I could not underſtand the Chief clearly enough *poſitively* to aſſert, that they are feaſted on by the victors; yet there is too much reaſon to fear, that this horrid cuſtom is practiſed on this part of the coaſt; the heads are always preſerved, as ſtanding trophies of victory.

Of all the Indians we had ſeen, this Chief had the moſt ſavage aſpect, and his whole appearance ſufficiently marked him as a proper perſon to lead a tribe of cannibals. His ſtature was above the common ſize; his body ſpare and thin, and though at firſt ſight he appeared lank and emaciated, yet his ſtep was bold and firm, and his limbs apparently ſtrong and muſcular; his eyes were large and gogling, and ſeemed ready to ſtart out of their ſockets; his forehead deeply

wrinkled, not merely by age, but from a continual frown; all this, joined to a long viſage, hollow cheeks, high elevated cheek bones, and a natural ferocity of temper, formed a countenance not eaſily beheld without ſome degree of emotion: however, he proved very uſeful in conducting our traffic with his people, and the intelligence he gave us, and the methods he took to make himſelf underſtood, ſhewed him to poſſeſs a ſtrong natural capacity. 1787. July.

Beſides the large quantity of furs we got from this party, (at leaſt 350 ſkins) they brought ſeveral racoon cloaks, each cloak conſiſting of ſeven racoon ſkins, neatly ſewed together; they had alſo a good quantity of oil in bladders of various ſizes, from a pint to near a gallon, which we purchaſed for rings and buttons: this oil appeared to be of a moſt excellent kind for the lamp, was perfectly ſweet, and chiefly collected from the fat of animals.

By ſeven o'clock we had entirely ſtripped our numerous traders of every ſaleable article, on which they left us, and paddled for the ſhore. The wind during the night being variable, we tacked occaſionally, in order to keep as near the coaſt as was conſiſtent with prudence.

Every perſon on board is greatly elated with our preſent *charming* proſpects, but no one more ſo than thy aſſured friend,

W. B.

OFF QUEEN CHARLOTTE'S ISLANDS, July 30th.

1787. July.

LETTER XXXVII.

I HAVE frequently obſerved, that people in general, when reading a hiſtory, whether real or fictitious, and whether the hero of it is fortunate or overwhelmed with misfortunes, are ever anxious to come at the cataſtrophe. Should this be thy caſe at preſent, and thou really art impatient to know the extent of our good fortune, the preſent epiſtle will ſerve to relieve thee in that particular.

In the morning of the 30th July, we had a moderate breeze at South, the weather tolerably fine. Our latitude at noon was 52 deg. 30 min. North; the ſhore about four miles diſtant. In the afternoon we had eight canoes along-ſide, but they brought very few ſkins, and thoſe of an inferior quality; at the ſame time giving us to underſtand, that their ſtock was nearly exhauſted: they were part of the traders who had been with us the day before; ſome of them had been on a fiſhing party, and caught a number of halibut, which proved a very ſeaſonable ſupply, our fiſh having been expended ſome time.

Hitherto all the people we had met with at thoſe iſlands, though evidently of a ſavage diſpoſition, had behaved in a quiet orderly manner, but this evening they gave us a convincing proof of their miſchievous diſpoſition, and that in a manner which ſhewed a conſiderable degree of cunning.

The

1787. July.

The people who had got the halibut to ſell, artfully prolonged their traffic more than was cuſtomary, and endeavoured by various methods, to engage our attention; in the mean time, ſeveral canoes paddled ſlily a-ſtern, and ſeeing ſome ſkins piled againſt one of the cabin windows, one of the Indians thruſt his ſpear through it, in order to ſteal the furs, but perceiving the noiſe alarmed us, they paddled away with precipitation; however, to make them ſenſible that we were able to puniſh attempts of this ſort, even at a diſtance, we fired ſeveral muſquets after them, but did not perceive that they were attended with any fatal effects. At eight o'clock, the extremes of the land bore from North 53 deg. Weſt to South 52 deg. Eaſt, about three miles diſtant from ſhore. During the night we had light winds, and cloudy weather.

It being pretty evident from our laſt traders, that few more furs could be expected from this part, and the time being nearly elapſed when we were to join the King George, at Nootka Sound, Captain Dixon judged it moſt prudent to make the beſt of his way thither, eſpecially as the light variable winds, with frequent intervening calms, which now conſtantly attended us, made it very probable, that we ſhould be ſome time in effecting our purpoſe; the ſame reaſon equally operated againſt our making any further progreſs to the Northward.

In the forenoon of the 31ſt, we ſtood to the South Eaſt; on ſounding we ſtruck the ground with a line of ſixty fathom over a ſandy bottom. At noon the Southermoſt land bore South by Eaſt, about ten leagues diſtant. Our latitude was 52 deg. 36 min. North. During the afternoon and night we had light airs, the weather tolerably fine.

In

1787. August. In the forenoon of the 1ſt of Auguſt, we had a heavy ſwell from the Southward. At noon we ſaw Cape St. James, which bore South 5 deg. Eaſt. Our latitude was 52 deg. 10 min. North; the neareſt land three leagues diſtant. At eight in the evening, the extremes of the land bore from South 14 deg. Weſt, to North 54 deg. Weſt, two leagues diſtant.

Towards the cloſe of the day, a canoe with fourteen people came along-ſide, but they had ſcarcely any thing to ſell; they gave us to underſtand, that one of their companions was dead of the wounds he received from our muſquets; and at the ſame time endeavoured to make us ſenſible, that they were not at variance with us on that account: indeed they came along-ſide the veſſel without the leaſt fear, and it is probable that the deſign of their viſit was to inform us of the above circumſtance.

During the night we had conſtant heavy rain, the weather thick and hazy.

In the morning of the 2d we had a light breeze from the Eaſtward, the weather ſtill thick and hazy. At noon, Cape St. James bore South South Weſt, about four leagues diſtant. At five in the afternoon the rocks off the Cape bore South 36 deg. Weſt, two leagues diſtant; the weather was thick and hazy, the wind light and variable, and ſoon afterwards it fell calm, with a heavy ſwell from the South Eaſt. Our ſituation was now dangerous, for we had every reaſon to think, that the veſſel was drifting directly upon the rocks, and the weather was ſo very hazy, that we could not diſcern any object a cable's length from the ſhip. A little after nine o'clock the fog rather diſperſing, we ſaw the rocks off Cape St. James, bearing South Weſt, within leſs than a mile of us; on this, the whale-

whale-boat and jolly-boat were hoiſted out, and ſent a-head to tow the veſſel. Providentially about this time, the ſwell abated, and the ſea grew tolerably ſmooth, ſo that the boats were of great ſervice. At ten o'clock we had ſoundings with 100 fathom line, over a rocky bottom: at eleven we ſtruck bottom with eighty-five fathom, and at twelve, with ſeventy-five fathom; afterwards we got no bottom with a line of 120 fathom, which gave us reaſon to hope that we were ſafely paſt the rocks. 1787. Auguſt.

At one o'clock in the morning of the 3d, a light breeze ſpringing up at North Eaſt, the boats were hoiſted in, and all the people, except the watch on deck, ſent to their hammocks; but at two o'clock, we plainly heard the ſurf beat againſt the rocks, on which, the people were immediately turned up, the boats again hoiſted out, and ſent to tow the veſſel a-head; the weather was thick and hazy, attended with conſtant drizzling rain.

At four o'clock, a freſh breeze coming on from the Southward, the boats were again hoiſted in. At five, we tacked and ſtood to the South Weſt. At ſeven, we ſaw the rocks bearing Weſt North Weſt, about a mile diſtant. The forenoon was thick and hazy; but rather clearing at eleven o'clock, we ſaw the rocks bearing Weſt by South, five miles diſtant. Our latitude at noon was 51 deg. 50 min. North. During the afternoon and evening, we had freſh breezes at South and South Weſt, with hazy weather. At eight o'clock, Cape St. James bore Weſt half South, diſtant five leagues; ſo that we now concluded ourſelves well clear of that once formidable place.

As the iſlands we have juſt left proved ſo uncommonly fortunate to us, a few remarks concerning them will, perhaps, not be unaccep-

1787. August. acceptable to thee. There is every reaſon to ſuppoſe, not only from the number of inlets we met with in coaſting along the ſhore, but from our meeting the ſame inhabitants on the oppoſite ſides of the coaſt, that this is not one continued land, but rather forms a group of iſlands; and as ſuch, we diſtinguiſhed them by the name of *Queen Charlotte's Iſlands*. They are ſituated from 51 deg. 42 min. to 54 deg. 24 min. North latitude; and from 130 deg. to 133 deg. 30 min. Weſt longitude. The land, in ſome places, is conſiderably elevated, but not mountainous, and is totally covered with pines, which in many places afford a pleaſing contraſt to the ſnow that perpetually covers the higher grounds.

The weather, whilſt we were cruizing here, was generally mild and temperate, the mean of the thermometer 54 deg. The whole time we coaſted along from Cloak Bay to Cape St. James, the wind was generally ſteady, at North Weſt and Weſt North Weſt; but no ſooner had we doubled the Cape, and got to the North Eaſt ſide of the land, than we fell in with light variable winds and intervening calms.

The number of people we ſaw during the whole of our traffic, was about eight hundred and fifty; and if we ſuppoſe an equal number to be left on ſhore, it will amount to one thouſand ſeven hundred inhabitants, which, I have reaſon to think, will be found the extreme number of people inhabiting theſe iſlands, including women and children. The great plenty of furs we met with here, ſufficiently indicated that theſe people have had no intercourſe whatever with any civilized nation; and I doubt not, but we may juſtly claim the honour of adding theſe iſlands to the geography of this part of the coaſt. The ornaments ſeen amongſt them were very few, and 'tis probable that their knives and ſpears have been obtained

tained by war rather than traffic, as there ſeems to be an univerſal variance amongſt the different tribes; however, be all this as it may, they undoubtedly approach much nearer to a ſtate of ſavage brutality than any Indians we have ſeen on the coaſt. 1787. Auguſt.

The women diſtort the under lip in the ſame manner with thoſe at Norfolk Sound, but with this difference, that here, this wooden ornament ſeems to be wore by all the ſex indiſcriminately, whereas at Norfolk Sound it is confined to thoſe of ſuperior rank.

The Indians in general are very jealous of their women, and would ſeldom permit them to come on board; but this was not altogether the caſe with theſe ſavages, many of whom not only permitted, but urged their females to come on board, whenever invited by our people; but we ſoon found that they were not inſtigated to pay theſe viſits from any amorous diſpoſition, but merely for the ſake of plunder, as they were by far the moſt rapacious thieves we had ſeen, ſtealing every thing indiſcriminately which they could lay their hands on, and that with a degree of dexterity which would not diſgrace a diſciple of the *Juſtitia hulk*.

Notwithſtanding the general tenor of theſe women's behaviour, we met with one inſtance of feeling and ſenſibility amongſt them which perfectly aſtoniſhed us, and is not, perhaps, *always* to be ſeen amongſt the ſex in civilized countries.

It was on the 24th of July, (as I have already related) when the natives viſited us principally through curioſity, that a Chief and his wife were very deſirous to ſee the ſhip; Captain Dixon, willing to gratify them in this particular, and thinking that a ſight of the veſſel would be a ſtanding ſubject for them to

1787. August. talk about, permitted them to come on board: they had a little child along with them of which they ſeemed particularly fond, and not caring to truſt it with the people in their canoe, the Chief came on board by himſelf, leaving their tender charge with his wife. When the poor fellow firſt came on deck he was a good deal frightened, and began to ſing and make a number of humiliating geſtures, the intent of which was to impreſs us with a favourable opinion of him. By degrees he grew eaſy, and was prevailed on to go down into the cabin; having ſtaid there ſome time, he came upon deck, and after ſatisfying his curioſity with looking at various things, went into his canoe very well pleaſed.

The woman, after giving her infant a maternal kiſs, came over the ſide without the leaſt heſitation, and when ſhe got on the quarter deck gave us to underſtand that ſhe was only come to ſee the veſſel, and with a modeſt diffidence in her looks endeavoured to beſpeak our indulgence and permiſſion for that purpoſe. She was neatly dreſſed after their faſhion; her under garment, which was made of fine tanned leather, ſat cloſe to her body, and reached from her neck to the calf of her leg: her cloak or upper garment was rather coarſer, and ſat looſe like a petticoat, and tied with leather ſtrings. Having taken notice of every thing which ſeemed to attract her attention, Captain Dixon made her a preſent of a ſtring of beads for an ornament to each ear, and a number of buttons, with which ſhe was highly pleaſed, and made her acknowledgments in the beſt manner ſhe was able. She was ſcarcely got into the canoe before a number of women flocked about her, and ſeeing the beads in her ears began to talk very earneſtly; moſt probably to tax her with incontinency, for ſhe immediately claſped her infant to her breaſt with unſpeakable fondneſs, burſt into a flood of tears, and it was a conſiderable time before the ſoothings of



E. F. Burney delt. from a Sketch by Capt. Dixon. — A. Birrell Sculpt.

A YOUNG WOMAN OF QUEEN CHARLOTTE'S ISLANDS.

London, Published as the Act directs by Captain Dixon, January 12th 1789.

BRITISH MUSEUM

of her huſhand and the apologies of her friends could bring back her former chearfulneſs and tranquility. 1787. Auguſt.

Harmony being at length reſtored in the canoe, the Chief held up his child, and endeavoured to make us ſenſible that it was equally dear to him as his wife; intimating at the ſame time, that though he had received no preſent, yet he hoped we ſhould remember his little one; on this Captain Dixon gave the child a couple of toes, which pleaſed the chief wonderfully; a few buttons were alſo diſtributed amongſt the other women in the canoe, and they left us ſoon afterwards, perfectly ſatisfied with their preſents.

To thoſe who are fond of tracing human nature through all its various ſtages, a circumſtance of this ſort would be peculiarly pleaſing, but I ſhall forbear to expatiate on the ſubject, and leave thee to make thy own comments on it.

Though every tribe we met with at theſe iſlands is governed by its reſpective Chief, yet they are divided into families, each of which appears to have regulations and a kind of ſubordinate government of its own: the Chief uſually trades for the whole tribe; but I have ſometimes obſerved that when his method of barter has been diſapproved of, each ſeparate family has claimed a right to diſpoſe of their own furs, and the Chief always complied with this requeſt; whether or no he receives any emolument on theſe occaſions I cannot determine.

I often endeavoured to gain ſome knowledge of their language, but I never could ſo much as learn the numerals: every attempt I made of the kind either cauſed a ſarcaſtic laugh amongſt the In-

1787. August. dians, or was treated by them with ſilent contempt; indeed many of the tribes who viſited us, were buſied in trading the moment they came along ſide, and hurried away as ſoon as their traffic was over: others, again, who ſtaid with us for any length of time, were never of a communicative diſpoſition, but certainly ſkulked about the veſſel for ſome evil purpoſe, though they never attempted to board us, as we always kept the greateſt part of our people on deck when a number of canoes were near us. If theſe circumſtances are duly conſidered, I truſt thou wilt not accuſe me of inattention, though it is not in my power to give thee any ſpecimen of the language ſpoken by theſe people; however, from what obſervations I was able to make, it ſeems ſomething ſimilar to that of the inhabitants in Norfolk Sound.

In addition to what I have occaſionally ſaid, reſpecting the ſavage temper and brutal diſpoſition of the people at theſe iſlands, I cannot help remarking, that there is a kind of ferocity even in their manner of ſinging. It muſt be allowed, that their ſongs are performed with regularity, and in good time, but they are entirely deſtitute of that pleaſing modulation and harmony of cadence, which we had invariably been accuſtomed to hear in the ſongs at other parts of the coaſt.

The number of ſea-otter ſkins purchaſed by us at Queen Charlotte's Iſlands, was no leſs than 1,821, many of them very fine; other furs are found in leſs variety here than in many other parts of the coaſt, the few racoons before mentioned, a few pine martin, and ſome ſeals, being the only kinds we ſaw. Toes, at firſt, were quite a leading article in barter; but ſo great a number of traders required a variety of trade, and we were frequently obliged to produce every article in our poſſeſſion, before we could pleaſe our numerous

merous friends. Thus in one fortunate month, has our ſucceſs been much greater than that probably of both veſſels during the reſt of the voyage.---So uncertain is the fur trade on this inhoſpitable coaſt. 1787. Auguſt.

I ſhall now return to our proceedings. On the morning of the 4th we had a moderate breeze at South Weſt, and cloudy weather. At noon we ſaw land, which we judged to be the main, bearing South 40 deg. Eaſt, about five leagues diſtant. In the afternoon, the wind veered to the Weſtward, and a heavy ſwell ſet in from the ſame quarter, the weather thick and hazy. During the night we hauled our wind, in order to clear the point of land to the Eaſtward. In the forenoon of the 5th, having ſtill a freſh Weſterly breeze, we bore away to the South Eaſt; and at four in the afternoon changed our courſe to Eaſt by North. The weather being thick and hazy, we tacked occaſionally during the night. Early in the morning of the 6th, we made ſail, and ſteered our courſe, with a freſh breeze at North-Weſt. Our latitude at noon was 49 deg. 48 min. North, which was only twelve miles to the Northward of King George's Sound, but we were a conſiderable diſtance to the Weſtward of it. The afternoon being tolerably clear, at ſix o'clock, we ſaw Woody Point bearing North Weſt by Weſt, about four leagues diſtant, and a ſplit rock off the point, North 28 deg. Weſt. At eight o'clock, we hauled by the wind to the South Weſt: during the night we had light airs, with calms by turns. The morning of the 7th was thick and foggy, with a heavy ſwell from the Weſtward, and quite calm. At ten o'clock a light breeze ſprung up at South Eaſt, and the fog cleared up. The land at noon bore from North Weſt to Eaſt South Eaſt, about two leagues diſtant: the latitude was 49 deg. 39 min. North. The breeze continuing very light during the afternoon,

our

1787. August. our progreſs towards the ſound was very ſlow, and during the night, we plied to the South Weſt, making boards as occaſion required.

The morning of the 8th was moderate and cloudy, a light breeze ſtill at South Eaſt.

A ten o'clock we ſaw a ſail to the South Eaſt, and preſently afterwards, a ſmaller veſſel in company. This gave us ſome hopes that they might poſſibly be the King George and her long boat. We were ſteering Eaſt North Eaſt, and kept on our courſe, as we plainly ſaw the veſſels were bearing down upon us: on the their nearer approach, we found that it could not be Captain Portlock, as the ſmall ſail was much too large for his long boat. Various now were our conjectures who they could be, or what country they came from; and Captain Dixon wiſhing to be ſatisfied in this particular, gave orders to tack, and fire a gun to leeward. The ſmall veſſel immediately anſwered this ſignal, and hoiſted our Company's colours: by twelve o'clock they ſpoke us, and we learned, to our great joy, that they were from London, and fitted out by our Owners. The ſhip was called the Prince of Wales, Captain Collinett; and the ſloop, the Princeſs Royal, Captain Duncan.

We had the pleaſure of hearing in general, that our friends in England were in good health; but few of us had ſuch particulars as could have been wiſhed for, as (by ſome miſtake or other) we were expected to arrive in London river the latter end of this ſeaſon.

Theſe veſſels left England in September, 1786, and had ſettled a factory at Statens land, for the purpoſe of collecting ſeal ſkin and oil; from thence they had made the beſt of their way to King George's Sound, without touching at any other place. During

ſo

ſo long a paſſage, the ſcurvy had got a great height among them, and though providentially no lives had been loſt, yet many of their people recovered very ſlowly. 1787. Auguſt.

On our enquiry what courſe they ſteered after doubling Cape Horn, we were informed that they croſſed the line about 116 deg. Weſt longitude. In this ſituation they fell in with light bafflin g winds and frequent calms, attended with cloſe gloomy ſultry weather, and much rain, which certainly occaſioned the very ſevere ſickneſs that had prevailed amongſt them.

We croſſed the line in April, 1786, nearly in the ſame longitude, and met with light variable winds and gloomy weather, 'till we ſtretched conſiderably to the Weſtward, when we again had a regular trade-wind. Theſe circumſtances evidently ſhew that ſuch a courſe ought to be avoided; and Captain Dixon obſerved that it would be by far the beſt for all veſſels bound to the North-Weſt coaſt of America, after doubling Cape Horn, to ſteer directly for the Marqueſas; there they might obtain refreſhments, and at the ſame time would be ſo well to the Weſtward, that in the farther proſecution of their voyage, he had every reaſon to think, they would eſcape thoſe climates which we had experimentally found to be ſo very unhealthy.

Mr. John Etches, brother to our managing owner, (who was on board the Prince of Wales) informed me that they had been near a month in King George's Sound, but had done very little buſineſs, having found a ſhip there called the Imperial Eagle, commanded by a Captain Berkley. She ſailed from Oſtend the latter end of November, 1786, and arrived at King George's Sound near a month before the Prince of Wales and Princeſs Royal.

Captain

1787. August. Captain Berkely frequently boaſted to Mr. Etches what an excellent cargo of ſkins he had purchaſed, and indeed there is ſome reaſon to ſuppoſe that he had been tolerably ſucceſsful from the following circumſtance.

Two veſſels from Bombay were at King George's Sound in the ſummer of 1786, and left one of their people behind; this man was found here by Captain Berkely, who gave the following account of him.

" His name is John M'Key; he was born in Ireland, and went to Bombay in the Eaſt India Company's ſervice. Two veſſels (viz. the Captain Cook, Captain Loriè; and the Experiment, Captain Guiſe) were fitting out in 1785, on an expedition to the North Weſt coaſt of America; that he engaged on board the Captain Cook as Surgeon. They ſailed from Bombay the 28th of November, 1785, and arrived at King George's Sound the 27th of June, 1786. That being very ill of a purple fever he was left behind for the recovery of his health, at the requeſt of Mr. Strange, the Supercargo to both veſſels. Mr. Strange deſired him to learn the language and to ingratiate himſelf with the natives, ſo that if any other veſſels ſhould touch there he might prevent them from purchaſing any furs, promiſing at the ſame time to return for him the enſuing ſpring. That the two veſſels procured 600 prime ſea otter ſkins during their ſtay here, and left the Sound the 27th of July, intending to ſail for Cook's River. That the Sea Otter, Captain Hanna, from China, arrived at King George's Sound in Auguſt, 1786, and that Captain Hanna offered to take him on board, which he refuſed, alledging, that he began to reliſh dried fiſh and whale oil, was ſatisfied with his way of life, and perfectly contented to ſtay 'till next year, when he had no doubt of

of Mr. Strange ſending for him: that Captain Hanna left the Sound in September. That the natives had ſtripped him of his cloaths, and obliged him to adopt their mode of dreſs and filthineſs of manners; and that he was now a perfect maſter of their language, and well acquainted with their temper and diſpoſition. He had made frequent incurſions into the interior parts of the country about King George's Sound, and did not think any part of it was the Continent of America, but a chain of detached iſlands. 1787. Auguſt.

Mr. Etches (from whom I had this intelligence) aſſured me that no great dependance could be placed on M'Key's ſtory, he being a very ignorant young fellow, and frequently contradicting himſelf; but that entire credit might be given to that part of it reſpecting his adopting the manners of the natives, as he was equally ſlovenly and dirty with the filthieſt of them all. His knowledge of the language was greatly ſhort of what he boaſted; neither was he very contented in his ſituation, for he gladly embraced Captain Berkley's offer of taking him on board, and ſeemed delighted to think he was going to leave ſo uncomfortable a place: however, admitting him to be poſſeſſed of but an ordinary capacity, he certainly muſt be better acquainted with the people here, from more than a year's reſidence amongſt them, than any occaſional viſitor could poſſibly be; and there can be no doubt but that Captain Berkley found him extremely uſeful in managing his traffic with the natives.

Our meeting with theſe veſſels was very fortunate, both on their account and our own. What we learnt from them rendered it entirely uſeleſs for us to make King George's Sound, and Prince William's Sound being their next deſtination, we not only could

1787. August. inform them that nothing could be expected from that quarter, but at the ſame time point out the likelieſt ſituations where furs might be procured; and Captain Dixon urged them by all means to make the N. E. ſide of Queen Charlotte's Iſlands, and the oppoſite land, which we judged to be the main.

In the evening of the 8th, Mr. Etches and both the Captains came on board us, and ſtaid all night; in order to loſe no time in procuring a chart of the coaſt, and in procuring every information in our power. During the afternoon and night we lay to, and at times made occaſional boards, as ſuited our conveniency for keeping company, and to be at a proper diſtance from the land.

At nine o'clock in the morning of the 9th, we parted company with our new brothers in trade, ſaluting them with three hearty cheers, and wiſhing them ſucceſs at leaſt equal to our own. My next ſhall be a few general remarks concerning the coaſt. Adieu. Thine,

W. B.

Off King George's Sound, August 9th.

LETTER XXXVIII.

AS we are now taking our final leave of the American coaſt, a few remarks concerning it, in addition to what I have occaſionally ſaid, will, perhaps, not be unacceptable to thee.

Before

1787. August.

Before Captain Cook's laſt voyage to the Pacific Ocean, this part of the coaſt was little known. The celebrated Ruſſian navigator, Beering, in the year 1741, fell in with the land in the latitude 58 deg. 28 min. North, and anchored in 59 deg. 18 min. But the account which is publiſhed of his voyage is very imperfect and inaccurate.

The Spaniards too, are probably well acquainted with the coaſt a little to the Southward of King George's Sound, and about Cape Edgcombe, at both which places they anchored in 1775; and I have reaſon to think that their knowledge of this part of the continent is confined to thoſe particular ſituations.

What has been already ſaid will ſhew that the principal places aſcertained with accuracy by Captain Cook, were King George's and Prince William's Sounds, and the river named after him; and no doubt it was from the plenty of furs he found in thoſe harbours that this trade was firſt ſet on foot. Our rivals from the Indies certainly drew their information from the ſame ſource; and this, in ſome reſpects, has not been unlucky on our ſide; for they, not expecting to meet with furs in any other places than thoſe mentioned by Cook, quietly ſat down with what they could get in thoſe harbours, and conſequently we had to ſeek for other reſources, or return home empty handed. By this means we fell in with Queen Charlotte's Iſlands, which (as I have already ſhewn) ſurpaſſed our moſt ſanguine expectations, and afforded a greater quantity of furs than, perhaps, any place hitherto known.

That we have made conſiderable additions to the geography of this coaſt, cannot be denied, yet much remains to be done; indeed, ſo imperfectly do we ſtill know it, that it is in ſome meaſure

1787. August. to be doubted whether we have yet ſeen the main land; certain it is that the coaſt abounds with iſlands, but *whether any land we have been near is really the continent*, remains to be determined by future navigators: Thus much we can venture to affirm, (and which is of the *firſt* conſequence to this undertaking) that the fur trade is inexhauſtible wherever there are inhabitants, and they (experience tells us) are not confined to any particular ſituation, but are ſcattered in tribes all along the coaſt, which (as far as concerns future traders to examine) extends from 40 to 61 deg. North latitude; and from 126 to 155 deg. Weſt longitude.

This vaſt country (with very little deviation) has the appearance of one continued foreſt, being covered with pines of different ſpecies, and theſe intermixed with alder, birch, witch-hazle, &c. beſides various kinds of bruſh-wood; and the vallies and low grounds, which are expoſed to the ſun, and ſheltered from the wind, afford wild currants, gooſeberries, raſberries, and various other flowery ſhrubs. The ſoil on the hills is a kind of compoſt, conſiſting of rotten moſs and old decayed trees. This is frequently waſhed down into the vallies by the ſudden melting of the ſnow, and there incorporating with a light ſand, forms a ſoil in which moſt of our garden productions might be cultivated with ſucceſs.

The climate, as may be expected, is various but; I do not think it ſo temperate even in King George's Sound as in England, for the hills of a moderate height are perpetually covered with ſnow.

I have already enumerated the various kinds of birds and marine productions we have met with. What account I can give of the quadrupeds thou mayeſt collect from the various ſkins purchaſed

chaſed by us. The only animals we ſaw amongſt the natives, were dogs, they are of the wolf kind, very large, and appear quite domeſticated. There is little doubt of variety of metals and minerals being found here. I have already obſerved, that we found a vein of coals in Cook's River. The paint uſed by the natives in daubing their faces and bodies, appears chiefly to be black lead and red oker; and we frequently ſaw large circular wreaths of copper both at Norfolk Sound and Queen Charlotte's Iſlands, which did not appear to be foreign manufacture, but twiſted into that ſhape by the natives themſelves, to wear as an ornament about the neck. 1787.

What number of inhabitants this extent of coaſt may contain, is not eaſy to determine with any degree of certainty; but from a moderate computation, there cannot be leſs than 10,000; indeed, appearances might warrant the conjecture of their being conſiderably more, as the women appear very prolific, (every tribe we ſaw having numbers of young children) and the people are totally free from that long catalogue of diſeaſes, which luxury and intemperance have introduced amongſt more civilized nations. But then it muſt be remembered, that neighbouring tribes are generally at war with each other, and theſe commotions, both from the nature of their weapons, and the ſavage diſpoſition of the people, muſt be attended with fatal conſequences; beſides, there is reaſon to ſuppoſe that numbers are loſt at ſea, as they go out to a very conſiderable diſtance a fiſhing, and ſhould bad weather ſuddenly come on, it is impoſſible for their canoes to live. Theſe circumſtances certainly tend to depopulate the country, and in ſome meaſure account for its being ſo thinly inhabited.

The

1787. August.

The people in general are about the middle ſize, their limbs ſtraight, and tolerably well-ſhaped; many of the older people are rather lean, but I never ſaw one perſon who could be called corpulent amongſt them: both ſexes are remarkably diſtinguiſhed by high prominent cheek bones and ſmall eyes. A love of dirt and filth is univerſally predominant all over the coaſt. In regard to their complexion, it is no eaſy matter to determine what caſt that is; but if I may judge from the few people I ſaw tolerably clean, theſe Indians are very little darker than the Europeans in general.

The hair of both ſexes is long and black, and would be an ornament to them, were it not for the large quantities of greaſe and red oker conſtantly rubbed into it, which not only gives it a diſguſting appearance, but affords a never-failing harbour for vermin. Sometimes, indeed, the women keep their hair in decent order, parting it from the forehead to the crown, and tying it behind after the manner of a club.

The young men have no beards, and I was at firſt inclined to think that this aroſe from a natural want of hair on that part, but I was ſoon undeceived in this particular, for all the men we ſaw, who were advanced in years, had beards all over the chin, and ſome of them whiſkers on each ſide the upper lip.

As this ſuppoſed defect amongſt the natives of America has occaſioned much ſpeculative enquiry amongſt the learned and ingenious, I took every opportunity of learning how it was occaſioned, and was given to underſtand, that the young men got rid of their beards by plucking them out, but that as they advance in years, the hair is ſuffered to grow.

In

In their dreſs, there is little variety; the men generally wearing coats (ſuch as I have already deſcribed) made of ſuch ſkins as fancy ſuggeſts, or their ſucceſs in hunting furniſhes them with, and ſometimes the looſe cloak thrown over the ſhoulders, and tied with ſmall leather ſtrings. Beſides this, ſome of the more civilized ſort, particularly thoſe in Cook's River, wear a ſmall piece of fur tied round the waiſt, when the heat of the day cauſes them to throw their coat aſide, or they are diſpoſed to ſell it. The dreſs of the women differs in ſome reſpects from that of the men: their under garment is made of fine tanned leather, and covers the body from the neck to the ancle, being tied in different parts to make it ſit cloſe: over this is tied a piece of tanned leather like an apron, and which reaches no higher than the waiſt; the upper garment is made in much the ſame manner as the men's coats, and generally of tanned leather, the women not caring to wear furs, as they were always unwilling to be ſtripped of their garments, which, ſhould they happen to be worth purchaſing, their huſbands alway inſiſted on their being ſold; indeed, the deportment of the women in general was decent, modeſt, and becoming. 1787. Auguſt.

It might be imagined, that the children of theſe ſavages would enjoy the free and unreſtrained uſe of their limbs from their earlieſt infancy; this, however, is not altogether the caſe: three pieces of bark are faſtened together, ſo as to form a kind of chair, the infant, after being wrapped in furs, is put into this chair, and laſhed ſo cloſe, that it cannot alter its poſture even with ſtruggling; and the chair is ſo contrived, that when a mother wants to feed her child, or give it the breaſt, there is no occaſion to releaſe it from its ſhackles. Soft moſs is uſed by the Indian nurſe to keep her child clean; but little regard is paid to this article, and the poor infants

1787. August. infants are often terribly excoriated, nay, I have frequently ſeen boys of ſix or ſeven years old, whoſe poſteriors have born evident marks of this neglect in their infancy.

Ornaments ſeem to differ in particular places more than dreſs; for inſtance---the aperture, or ſecond mouth, a little above the chin, ſeems confined to the men of Cook's River and Prince William's Sound; whilſt the wooden ornament in the under lip is wore by the women only, in that part of the coaſt from Port Mulgrave to Queen Charlotte's Iſlands.

Beads are held in much greater eſtimation in the harbours firſt mentioned than any where elſe within our obſervation. Theſe ornaments were undoubtely introduced here by the Ruſſians, who have conſtantly traded with theſe people for many years paſt, and beads have been generally uſed in barter, ſo that if we make this a rule for judging how far the Ruſſians have had a direct intercourſe on the coaſt, it will appear that they have not been to the Eaſtward of Cape Hinchinbrook: and I think this conjecture far from improbable.

There is at leaſt two or three different languages ſpoken on the coaſt, and yet probably they are all pretty generally underſtood; though if we may credit the old Chief at Queen Charlotte's Iſlands, his people were totally ignorant of that ſpoke by the inhabitants to the Eaſtward, and which we judged to be the continent: they all appear uncouth and difficult to pronounce; yet though they abound in conſonants, the words have rather a labial and dental, than a guttural pronunciation: however, I ſhall ſubjoin the numerals uſed by the natives of Prince William's Sound, Norfolk Sound, and King George's Sound, which will give thee a better idea

idea of these different languages than any description of mine can possibly do; at the same time let me observe, that those used at King George's Sound were furnished me by a friend whom I met with on board the Prince of Wales, otherwise thou mightest wonder at my presumption in sending thee the language of a place I never saw. 1787. August.

	Prince William's Sound and Cook's River.	*Norfolk Sound.*	*King George's Sound.*
One	Asthlenach	Tlaasch	Sorwock
Two	Malchnach	Taasch	Athlac
Three	Pinglulin	Nooſch	Catſa
Four	Staachman	Tackoon	Moo
Five	Talchman	Keichin	Soutcha
Six	Inglulin	Ctletuſchuſh	Noctpoo
Seven	could not be ascertained.	Takatuſchuſh	Athlapoo
Eight		Nooſchatuſchuſh	Athlaquell
Nine		Kooſchuſh	Sarvacquell
Ten	Coolin.	Chincart.	Highhoo.

These numerals are spelt as near the mode of pronunciation as I possibly can, and yet it is not in my power to speak them any thing like the natives. In regard to pronunciation, the inhabitants of Cook's River are the most perfect I ever met with or heard of; they will repeat the most difficult English words with great ease, and particularly those that begin or end with *th*, though Europeans in general are unable to do it.

I have already given thee some description of the canoes in general, and I shall just add, that the small ones in Cook's River are about eighteen or nineteen feet long, and curved at each end,

1787. August. ſomething like the neck of a violin; they are conſtructed of ribs of ſlender lath, and covered with ſeal ſkins. Their hunting and fiſhing implements are faſtened with ſtraps on the outſide of the canoe, ſo as to be laid hold of the moment the hunter ſees his prey. The ſingle canoes are rowed with ſmall double bladed paddles, and are managed by theſe people with great dexterity.

Beſides the ornaments already mentioned, the Indians are very fond of maſks or viſors, and various kinds of caps, all of which are painted with different devices, ſuch as birds, beaſts, fiſhes, and ſometimes repreſentations of the human face; they have likewiſe many of theſe devices carved in wood, and ſome of them far from being ill executed.
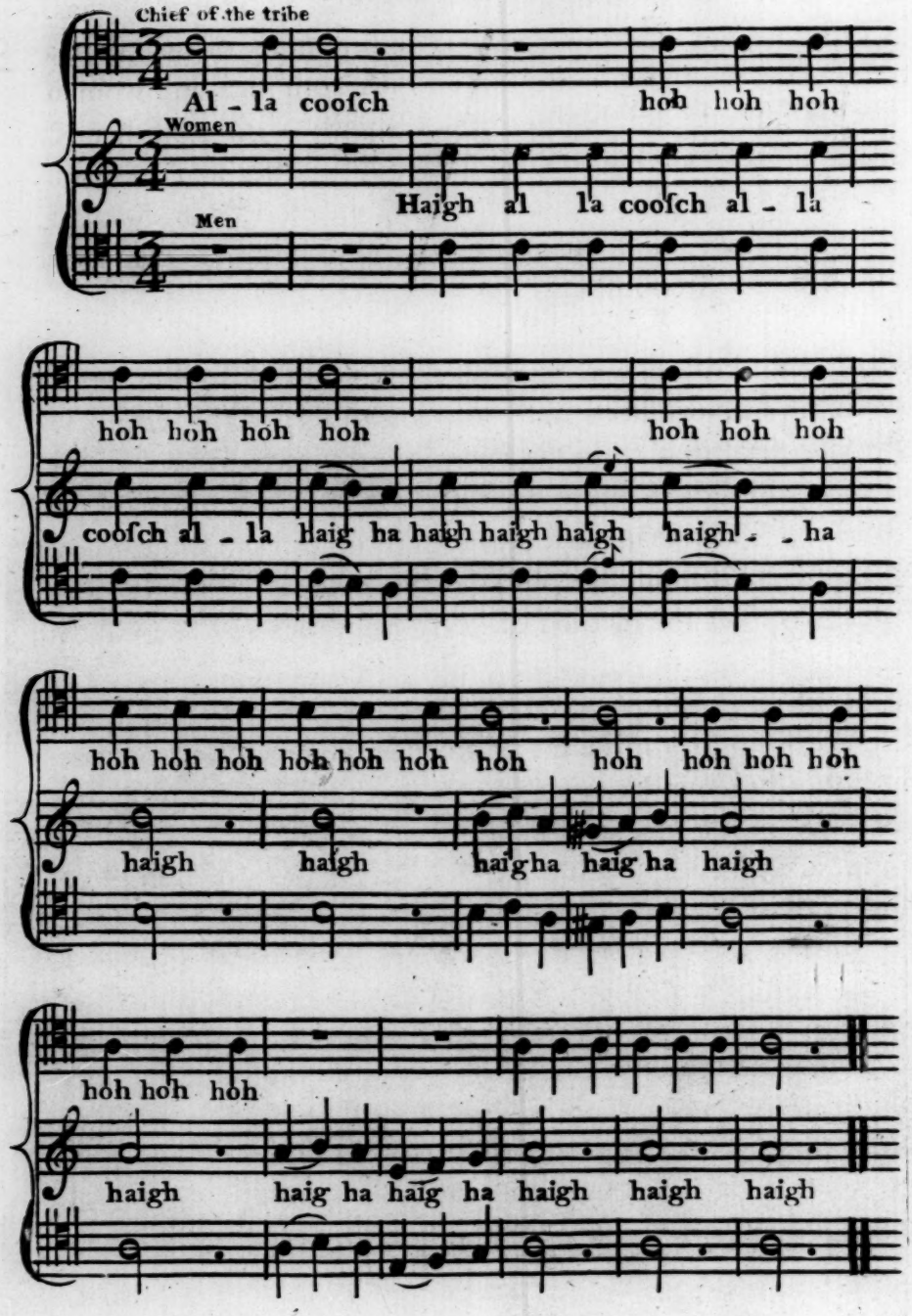
Theſe curioſities ſeem to be greatly valued, and are carefully packed in neat ſquare boxes, that they may the more conveniently be carried about.

Whenever any large party came to trade, theſe treaſures were firſt produced, and the principal perſons dreſſed out in all their finery before the ſinging commenced. In addition to this, the Chief (who always conducts the vocal concert) puts on a large coat, made of the elk ſkin, tanned, round the lower part of which is one, or ſometimes two rows of dried berries, or the beaks of birds, which make a rattling noiſe whenever he moves. In his hand he has a rattle, or more commonly a contrivance to anſwer the ſame end, which is of a circular form, about nine inches in diameter, and made of three ſmall ſticks bent round at different diſtances from each other: great numbers of birds beaks and dried berries are tied to this curious inſtrument, which is ſhook by the Chief with great glee, and in his opinion makes no ſmall addition

to

BRITISH MUSEUM

Indian Song as generally Sung by the Natives of
NORFOLK SOUND
previous to commencing trade



to the concert. Their ſongs generally conſiſt of ſeveral ſtanzas, to each of which is added a chorus. The beginning of each ſtanza is given out by the Chief alone, after which both men and women join and ſing in octaves, beating time regularly with their hands, or paddles: meanwhile the Chief ſhakes his rattle, and makes a thouſand ridiculous geſticulations, ſinging at intervals in different notes from the reſt; and this mirth generally continues near half an hour without intermiſſion. 1787. Auguſt.

I ſhall here write down, in notes, a ſong which I often heard whilſt we lay in Norfolk Sound: my knowledge of the ſcience is ſo very ſuperficial that I can ſay but very little as to its accuracy; however, it will ſerve to convey a better idea of the muſic uſed on the American coaſt than any other mode of deſcription can do; at the ſame time it ſhould be obſerved, that they have a great variety of tunes, but the method of performing them is univerſally the ſame.

Whether or no they make uſe of any hieroglyphics to perpetuate the memory of events, I cannot ſay, though their numerous drawings of birds and fiſhes, and their carved repreſentations of animals and human faces, might, perhaps, warrant a ſuppoſition of the kind. Many of theſe carvings are well proportioned, and executed with a conſiderable degree of ingenuity, which appears rather extraordinary amongſt a people ſo remote from civilized refinement. But then we muſt conſider that this art is far from being in its infancy; a fondneſs for carving and ſculpture was diſcovered amongſt theſe people by Captain Cook: iron implements were then alſo in uſe; and their knives are ſo very thin that they bend them into a variety of forms, which anſwer their every purpoſe nearly as well as if they had recourſe to a carpenter's tool

1787. August. cheſt. At what period iron was introduced on this coaſt is very uncertain, but it muſt doubtleſs be a conſiderable time ago; and I may venture to aſſert that their implements are not of Engliſh manufacture, ſo that their is little doubt of their being obtained from the Ruſſians. The only implement I ſaw, (iron excepted) was a toe made of *jaſper*, the ſame as thoſe uſed by the New Zealanders.

The ingenuity of theſe people is not confined to devices in wood, or drawings on bark; they manufacture a kind of variegated blanket or cloak, ſomething like our horſe cloths; they do not appear to be wove, but made entirely by hand, and are neatly finiſhed: I imagine theſe cloaks are made of wool collected from the ſkins of beaſts killed in the chace; they are held in great eſtimation, and only wore on extraordinary occaſions.

Beſides the ſkin coats and cloaks wore in common, they have large coats purpoſely for war, made of the elk ſkin, tanned, and wore double, ſometimes threefold. Their weapons are ſpears fixed to a pole ſix or eight feet long, and a kind of ſhort dagger, which is wore in a leather caſe, and tied round the body: to this dagger a leather thong is faſtened, at the end of which is a hole for the middle finger, the leather is afterwards twiſted round the wriſt, in order to fix the dagger firm in the hand; ſo that the warrior loſes his weapon only with his life.

Food in the winter ſeaſon conſiſts chiefly of dried fiſh, but when the time of hunting comes on, they have greater variety, amongſt which broiled ſeal ſeems to be reckoned a moſt delicious repaſt; they ſometimes offered us pieces of it, and on our refuſing this dainty, always looked at us with a mixture of aſtoniſhment and contempt.

contempt. In the ſpring, or rather ſummer, here are variety of herbs which the natives eat with great reliſh; and in Norfolk Sound, we ſaw the wild lilly root in abundance. Though theſe poor ſavages are in their general manners truly in a ſtate of uncultivated barbariſm, yet in *one* inſtance they can boaſt of a refinement equal to that of more polite nations, and that is *gaming*, which is carried on here to as great a pitch (comparatively ſpeaking) as at any of our moderate faſhionable clubs. The only gaming implements I ſaw, were fifty-two ſmall round bits of wood, about the ſize of your middle finger, and differently marked with red paint. A game is played by two perſons with theſe pieces of wood, and chiefly conſiſts in placing them in a variety of poſitions, but I am unable to deſcribe it minutely. The man whom I before mentioned our having on board at Port Mulgrave, loſt a knife, a ſpear, and ſeveral toes at this game in leſs than an hour: though this loſs was at leaſt equal to an Engliſh gameſter loſing his eſtate, yet the poor fellow bore his ill-fortune with great patience and equanimity of temper. 1787. Auguſt.

Time is calculated by moons, and remarkable events are remembered with eaſe for one generation, but whether for any longer period is very doubtful.

Sea otter ſkins are the ſtaple commodity in the fur trade, the other varieties we have met with I have before enumerated, and I was informed by Mr. Etches, that King George's Sound produced as many different ſorts of ſkins as Cook's River: I have alſo taken notice of the articles moſt acceptable in barter, and ſhall only add on that head, that copper is almoſt the only article in requeſt at King George's Sound; and though ſaws are obviouſly of the greateſt uſe to the Indians, yet we found them ſo little va-

1787. Auguſt. lued, that they would ſcarcely take a ſaw for a ſeal ſkin; but time and uſe will no doubt teach them the value both of theſe and other utenſils left by us on the coaſt.

I have now taken notice of every circumſtance reſpecting theſe people that fell within my immediate obſervation. I might indeed ſpin my letter into a volume, with notions merely conjectural; ſuch as the origin of theſe people, from what country they firſt emigrated, &c. &c. but as conjectures are ſometimes partial, often uncertain, and therefore inconcluſive, I am ſure thou wilt be pleaſed that I do not trouble thee with any thing of the kind, and wilt perhaps think me ſufficiently tedious already—ſo that I ſhall conclude, with perfect aſſurances of unalterable eſteem and attachment, thine, &c.

W. B.

DATED AT SEA, Auguſt 15th.

LETTER XXXIX.

HAVING already given thee every information in my power reſpecting the dreary and inhoſpitable American coaſt, I ſhall return to our proceedings on board. I have already obſerved, that we parted with our new friends in the morning of the 9th of Auguſt, they ſteering for Queen Charlotte's Iſlands, and we ſhaping our courſe for Sandwich Iſlands, in far better ſpirits than

thrn when we left the coaſt laſt year. At 10 o'clock, Woody Point bore North by Eaſt 7 leagues diſtant; our latitude at noon was 49 deg. 30 min. and the longitude 128 deg. 10 min. Weſt. 1787. Auguſt.

From this to the 12th, we had a freſh ſteady breeze at North Weſt, with moderate weather. Our latitude at noon on the 12th, was 44 deg. 22 min. North; and 131 deg. 59 min. Weſt longitude.

From the 12th to the 15th, we had chiefly light variable winds, with calms by turns. Early in the morning of the 16th, a freſh breeze again ſprung up at North North Weſt. Our latitude at noon was 41 deg. 41 min. and the longitude by lunar obſervation, 131 deg. Weſt.

For ſome days paſt, we had ſeen an innumerable quantity of curious animal and vegetable ſubſtances floating on the water, called by ſailors, Portugueze men of war; the bottom part is about two inches long, oval, and of a purple colour; the upper part is quite thin and expanded, nearly in the ſhape of a fan. We found the variation of the compaſs here 16 deg. 16 min. Eaſterly. Our latitude at noon on the 17th, was 40 deg. 8 min. North; and the longitude 133 deg. 26 min. Weſt.

The wind hauled gradually to the Northward and Eaſtward, and by the 21ſt we might be ſaid to have a regular North Eaſt trade: our latitude at noon was 34 deg. 28 min. North; and the longitude by lunar obſervation 136 deg. 20 min. Weſt. The wind continued pretty conſtant at North-Eaſt, aud the weather in general moderate and fine.

On

1787. August. On the 2d of September, being in 20 deg. 1 min. North latitude and 150 deg. 3 min. Weſt longitude, we ſteered due Weſt, in order to make Owhyhee, the principal of the Sandwich Iſlands.

Our latitude at noon on the 3d was 19 deg. 55 min. North, and our longitude, being the mean of ſeveral ſets lunar obſervations, 152 deg. 9 min. Weſt.

At ſix o'clock in the morning of the 5th we ſaw Owhyhee, which bore from South South Weſt to Weſt, one-fourth North, about fourteen leagues diſtant; the latitude at noon was 20 deg. 4 min. and the longitude, by lunar obſervation, 154 deg. 41 min. Weſt. The breeze growing light, we could not fetch the land by day-light, ſo that at ſix o'clock we hauled our wind to the Northward, making occaſional boards during the night.

This paſſage, from the American coaſt to Owhyhee, has been by far the moſt favourable of any we have experienced during the voyage; we have performed it in leſs than a month, whereas we expected to have been at leaſt five weeks: however, we had freſh reaſon to admire the goodneſs of Providence, which had been with us during the whole of our voyage, and more particularly in this inſtance, for the ſcurvy had already made a rapid progreſs amongſt the ſhip's company, ſcarcely a perſon on board being free from its baneful influence, and ſeveral of our people rendered incapable of doing their duty, ſo that had the paſſage hither been long and tedious, it doubleſs would have proved fatal to many of us, notwithſtanding every antiſcorbutic on board was adminiſtered in the moſt liberal manner; but the hope of ſpeedily procuring freſh pork and vegetables now infuſed new life and vigour into every perſon.

I ſhall

I ſhall juſt obſerve here, that our people, while on the coaſt, had ſalted large quantities of halibut, and always eat it in preference to the ſhip's beef and pork. Whether or no their devouring this ſalt fiſh, at no kind of allowance, might accelerate the ſcorbutic complaint, I leave to the faculty to determine. 1787. September.

But to return.---At ſeven o'clock in the morning of the 6th we bore away to the Weſtward, and ſeeing a number of canoes coming from the land, we hove to in order to trade with them: the people brought great plenty of ſmall hogs and potatoes, and were as fond as ever of iron, though we were afraid that the Imperial Eagle, and ſeveral of the Bengal ſhips, touching here, would have been prejudicial to the trade.

By ten o'clock a vaſt number of canoes were along-ſide us, and the Indians traded very eagerly, many of them climbing up the ſhip's ſide for that purpoſe, and numbers merely to gratify their curioſity, and look for any thing they could run away with. One of this laſt deſcription, watching his opportunity whilſt all of us were buſily engaged with the traders, ſnatched a poker from the Armourer's forge and jumped over board with it. We called to him repeatedly to bring it back, but all in vain, the fellow ſwam off with it, and ſeemed remarkably well pleaſed with his acquiſition: preſently one of the canoes picked him up, and they paddled away for the ſhore. On this our Captain determined to make an example of him, and the more ſo, as if he was ſuffered to eſcape with impunity, we ſhould find it impoſſible to trade with ſuch a multiplicity of people, without being continually ſubject to their depredations: on which ſeveral muſkets were fired at the thief, and we preſently ſaw that he was very ſeverely wounded, by his bleeding profuſely. After ſome time, his companions were per-

1787. September. ſuaded to bring him along-ſide, and we got him on board. The ball had ſtruck his under-jaw, and hurt part of the upper-lip. Our Surgeon dreſſed the wound in the beſt manner he was able, and we ſent the poor fellow away; but before he left us, he petitioned the Captain for a toe, and received it.

The Indians were not in the leaſt intimidated by this circumſtance, but traded with us preſently afterwards, as if nothing had happened.

It was not our Captain's intention to anchor at this iſland, but ply off and on occaſionally, in order to procure a good ſupply of hogs and vegetables, and all the line we could meet with, this part of Owhyhee affording great plenty of fiſhing-lines, which we had found, by experience, to be particularly uſeful in making ropes for various purpoſes.

At noon we ſaw Mowee, the Eaſt end of which bore North 56 deg. Weſt, about twelve leagues diſtant, and the extremes of Owhyhee, from South 76 deg. Weſt to North 30 deg. Eaſt, about eight miles diſtant from ſhore: our latitude was 20 deg. 17 min. North.

The weather during the 7th being moderate, we plied occaſionally, as beſt ſuited our conveniency for trading with the people, who kept ſupplying us with hogs and vegetables; ſo that by the evening we had got an ample ſupply of proviſions.

At ſix o'clock in the morning of the 8th, having a freſh Eaſterly breeze and fine weather, we ſtood along the ſhore, for the Weſtermoſt point of the iſland, which at noon bore South, about five leagues

leagues diſtant, and our diſtance from ſhore about four miles: a number of canoes followed us, but being favoured with a freſh ſteady breeze, we ſoon left them behind. About one o'clock, being well in with the South-Weſt point, we hove to, in order to give the people an opportunity of trading for curioſities, our Captain having given them liberty for that purpoſe. A vaſt number of canoes came along-ſide us from this part of the iſland, and we purchaſed a good quantity of line for the ſhip's uſe. At three o'clock we made ſail, and bore up for Whahoo, that being the place Captain Dixon intended to wood and water at. At ſix o'clock the ſmall iſland Tahoura, bore North 60 deg. Weſt, about 8 leagues diſtant. In the evening the breeze freſhening, we double-reefed the topſails and mainſail, and at ten o'clock hauled our wind to the Southward, it not being prudent to run in the night. At five o'clock in the morning of the 9th we wore and made ſail; the weather was fine, with a freſh Eaſterly breeze, which continued during the former part of the day, but afterwards we had light bafling winds, with calms by turns. At noon, the Weſt end of Ranai bore North 10 deg. Weſt, about ten miles diſtant. During the afternoon we had ſeveral canoes from Ranai along-ſide, which brought us a number of fiſhing-lines, but little beſides: theſe we purchaſed with ſmall toes. 1787. September.

At ſix o'clock a bluff-head on the Weſt ſide of Ranai, much reſembling Beachy-Head, bore North 6 deg. Eaſt, five miles diſtant. In the evening we had ſeveral heavy ſqualls, which cauſed us to cloſe-reef the topſails, and ſingle-reef the mainſail; but about midnight the weather grew moderate, and at day-light in the morning of the 10th, we ſet all ſail on ſeeing Whahoo right a-head. We were favoured with a freſh Eaſterly breeze, and by half paſt eleven o'clock, being well into the bay we formerly anchored in,

1787. September. we came to with the beſt bower, in eight and a half fathom water, over a ſandy bottom interſperſed with rocks. The extremes of the bay bore from South 80 deg. Eaſt, to South 68 deg. Weſt, about two miles diſtant from ſhore.

Our intention was to ſtay here no longer than was neceſſary to procure wood and water, as we knew from ſad experience that it was ſcarcely poſſible to lay here for any length of time without injuring our cables, not only on account of the foul bottom, but from the heavy ſwell conſtantly ſetting into the bay at South Eaſt.

There was ſeveral canoes along-ſide, ſome of which we ſent on ſhore for water; but few of the people brought any, ſaying that every thing was tabooed.

During the afternoon our people were employed in ſetting up the rigging fore and aft. Towards the evening our viſitants were pretty numerous, but they conſiſted chiefly of females who came along-ſide, expecting to get huſbands for the night, ſo that though we at preſent were reſtricted from neceſſary articles, yet thoſe who were diſpoſed to ſolace themſelves with the chearful Whahoo damſels, had no reaſon to repine. In the morning of the 11th our old friend the Prieſt, with his uſual attendants, paid us a viſit. From him we learnt that the King propoſed paying us a viſit, before the natives were allowed to furniſh us with water or proviſions. Accordingly, about noon Teereteere came on board, attended by a number of Chiefs, and his nephew Myaro, whoſe ſhape and figure I had ſo greatly admired when laſt at this place. He was grown rather ſtouter than when I ſaw him laſt, but his ſkin was covered in ſeveral places with a kind of white ſcurf, which at firſt I imagined

gined to be the effect of his drinking ava. On aſking him about it, he told me that it was a breaking out very common amongſt them; and ſo far from being occaſioned by drinking ava, that it was a crime for ſo young a perſon as himſelf to touch it. 1787. September.

The King brought a fine hog and ſome cocoa-nuts as a preſent: but it was evident that he meant to regulate his conduct towards us by the reception we gave him, and that we might expect our wants ſupplied in proportion as he approved of our preſents: he enquired repeatedly after Captain Portlock, and appeared very anxious to ſee him. Myaro, and ſeveral of the Chiefs aſked after Piapia, and ſeemed well pleaſed to hear of his being at Atoui.

After Teereteere had ſatisfied his curioſity, and Captain Dixon made him a preſent of ſome toes and other trifling articles, he went on ſhore; and we preſently found the good effects of our bounty, great numbers of the natives flocking to us with water, ſo that by ſun-ſet we had filled fourteen butts.

By day-light in the morning of the 12th, we were ſurrounded by canoes full of water, ſo that the remainder of our empty caſks were preſently filled, and many of the poor Indians emptied their gourds into the ſea, when they found we had no occaſion for any more. Our next object was to procure wood, which our friends no ſooner knew than they paddled away for the ſhore, and in leſs than an hour began to ſupply us very briſkly. They alſo brought a great quantity of fruit, ſomewhat reſembling a nectarine, and which I had not noticed when laſt at this iſland: they eat very agreeably, and are cool, juicy, and refreſhing. The natives ſupplied us but ſparingly with hogs and vegetables, but we had not the leaſt want of either, the ſupply we got at Owhyhee being far from expended.

About

1787 September. About noon Teereteere and his attendants paid us another viſit, bringing two hogs and ſome cocoa-nuts as a preſent. The Armourer being at work, Captain Dixon ordered him to make a pahou for the King, which pleaſed him wonderfully, and he expreſſed his friendſhip for us in the moſt unreſerved manner, promiſing to accommodate *Po Pote*, when he came, with every thing the iſland afforded.

By three in the afternoon we had got a ſufficient quantity of wood on board, and our Captain determining to leave this place as ſoon as poſſible, the people were employed in clearing the decks, and getting every thing ready for ſea. Thou wilt probably hear from me at Atoui. Thine,

W. B.

WHAHOO, September 13th.

LETTER XL.

HAVING a freſh Eaſterly breeze, we weighed anchor at five o'clock in the morning of the 13th, and made ſail for Atoui. During our ſtay at Whahoo, the Wind had been ſteady at E. N. E. and the weather very moderate. The mean of the thermometer 79 deg. and the latitude of our anchoring birth 21 deg. 16 min. North.

1787. September.

We had been favoured with the company of the old Prieſt and his attendants ſince the morning of the 12th; and no canoe now coming for him, we made ſeveral boards in the bay, being unwilling to take the old man to Atoui, if we could avoid it.

Towards ſeven o'clock the Prieſt's canoe came along-ſide; and preſently afterwards we ſaw that of the King putting off in a great hurry, on which we backed the main-topſail, and ſoon found it to be Tereteeree and his attendants.

When the King came on board, he ſeemed to be ſorry that we ſhould leave Whahoo ſo ſoon, and endeavoured to perſuade us that his only motive in paying this viſit was to bid us farewell: but it was eaſy to perceive that intereſt principally brought him on board; and that he was unwilling we ſhould leave the iſland, and have all our wants ſupplied ſo very expeditiouſly, without making ſome addition to our former preſents; though, to do him juſtice, no demand of the kind was directly made; but he frequently inſinuated, that our being ſo ſpeedily ſupplied with wood and water, was in conſequence of his immediate orders for that purpoſe; and that the ſame reſpectful attention ſhould be ſhewn to Po Pote, whenever he arrived. As Tereteere ſeemed to lay great ſtreſs on this laſt circumſtance, our Captain made him a preſent of a few axes and ſaws, with which he was pleaſed to the higheſt degree imaginable.

Our courſe being near that part of the iſland where the King uſually reſided, he ſtaid on board ſome time, and was much delighted to ſee the ſhip under ſail. As we were ſteering nearly before the wind, Captain Dixon ordered the man at the helm to luff up and bear away occaſionally, a circumſtance which engaged Tereteeree's attention very much, and excited his ſurprize and admiration.

Towards

1787. September. Towards eleven o'clock, being nearly abreaſt *Whititte Bay*, the King's reſidence, he left us, with many profeſſions of friendſhip, frequently repeating the word *proha*; or, I wiſh you a good voyage and a fair wind.

In the afternoon, and during the night, we had light variable winds, the weather cloſe and ſultry. In the morning of the 14th, a moderate breeze ſprung up at N. N. E. At noon, the South Weſt point of Whahoo bore South 75 degrees Eaſt; and the North Weſt point North 83 degrees Eaſt, about eight leagues diſtant.

During the afternoon and night, we had light baffling winds, with intervening calms. At eight o'clock in the morning of the 15th, we ſaw King's Mount, Atoui, which bore North Weſt by Weſt half Weſt, nine leagues diſtant. At noon we had a light Eaſterly breeze and clear weather. The meridian altitude gave 21 deg. 43 min. North latitude. At ſix in the afternoon, the extremes of Atoui bore from North 20 deg. Weſt, to South 85 deg. Weſt; diſtant from ſhore four or five leagues.

The evening being cloudy and dark, at ſeven o'clock we hauled by the wind to the Southward, and tacked occaſionally during the night. At five in the morning of the 16th, we bore up and made ſail, with a light Eaſterly breeze. By nine o'clock we were within two miles of the Eaſt ſide of Atoui. A number of the natives preſently came along-ſide, bringing us potatoes and taro, which we purchaſed for nails. Our latitude at noon was 21 deg. 52 min. North. We kept ſtanding along ſhore for Wymoa Bay; but the wind being light and variable, it was doubtful whether we ſhould be able to effect our purpoſe. Great numbers of canoes now came along-ſide the veſſel; and many of the people were rejoiced to ſee

us

us again: numbers of them aſked after Po Pote, and ſeemed concerned that he was not in our company. On our aſking after Abbenooe and his ſon Tyheira, the people told us they were both at Oneehow. 1787. September.

About five o'clock, our old friend Long-ſhanks came on board; he was ſo rejoiced to ſee his former acquaintance, that tears ran down his cheeks, and it was ſome time before he became perfectly calm and collected. From him we learned that Abbenooe was on ſhore at Attoui, and not at Oneehow, as we had been informed.

The little breeze we had during the afternoon dying away, at ſix o'clock we came to with the ſmall bower, in nineteen fathom water, over a ſandy bottom, about two miles to the Eaſtward of our former ſituation.

Soon after this Tyheira came on board, and (on our aſking after Abbenooe) began to tell us a very lamentable ſtory, the purport of which was, that ſince we left Atoui, a ſhip had been there; that the Captain uſed the inhabitants very ill, and even killed ſeveral of them; that on this account his father durſt not come to us, not knowing our veſſel at ſo great a diſtance. Captain Dixon told him, that no trade whatever ſhould be carried on until Abbenooe had been on board; on which Tyheira immediately ſent a canoe to fetch his father, and at the ſame time hoiſted a ſignal, to let him know that he might come ſafely. This had the deſired effect, for in leſs than half an hour we had the pleaſure of ſeeing our good friend Abbenooe on board, and he was no leſs pleaſed to ſee his old acquaintance again; but ſeemed ſorry that Captain Portlock (or Po Pote, as he called him) was not with us. From what Tyheira had told us reſpecting the ſtrange veſſel, we were inclined to think that it was Captain Meares who had quarrelled

1787. September. with the natives, eſpecially as our Captain had recommended him to touch at Atoui in preference to any of the iſlands. On our aſking Abbenooe about this circumſtance, he informed us that the Nootka had left Atoui twenty days, and that the Captain was *enou*, or a bad man, and had not given any preſent whatever, though he had been plentifully ſupplied with every refreſhment the iſland afforded.

Our Captain's intention was not to ſtay here any longer than was neceſſary to procure a good ſupply of hogs, and as many vegetables as would ſerve the ſhip's company whilſt they kept good, and indeed this ſeemed likely to detain us but a very ſhort time, for early in the morning of the 17th we were ſurrounded with canoes, filled with taro, potatoes, cocoa-nuts, and ſugar-cane: many of them had fine large hogs, particularly Abbenooe, Tyheira, Long-ſhanks, and old Toe-Toe, the Chief who uſed formerly to ſupply us ſo plentifully with taro. We preſently purchaſed more hogs than we could conveniently carry away alive: on this our Captain ordered the people to kill and ſalt as many for ſea-ſtore as were ſufficient to fill two puncheons.

Early in the morning of the 18th our decks were crouded with viſitors; for, although it had been our conſtant cuſtom when at theſe iſlands before, to admit very few people on board, yet at this time it could ſcarcely be avoided, eſpecially as Captain Portlock was abſent, and we were willing to ſhew every attention in our power to all thoſe who had rendered any little ſervices to either veſſel.

Amongſt the reſt of our new gueſts, Tyheira introduced his wife and two little boys: the eldeſt is a ſharp little fellow, about four

four years old; the younger, ſtill in his mother's arms. She is a very pretty modeſt looking woman, and ſeems to regard her children with a fondneſs truly maternal: Tyheira, by way of paying a compliment to our Captain, has named his eldeſt boy *Po Pote*, after Capt. Portlock, and the younger *Ditteana*, after Capt. Dixon. 1787. September.

Abbenooe informed us, that the King propoſed coming on board in the courſe of the forenoon, and about ten o'clock *Tiara* made his appearance in a large double canoe, accompanied by another, in which were his daughter and two nieces. The attendants on theſe great perſons were very numerous, and joined in a *heeva*, or ſong, on their coming on board, ſuperior to any thing of the kind I ever heard at theſe iſlands.

The king was greatly pleaſed to ſee us again, and enquired particularly after Po Pote. On being told that we ſhould ſtay no longer than to procure a ſupply of proviſions, he ſeemed ſolicitous to accommodate us with every thing the iſland afforded, and indeed all the Chiefs vied with each other in ſpeedily ſupplying our various wants; even intereſt ſeemed to be forgot in the good natured buſtle of kind and friendly offices.

Amongſt the many inſtances of kindneſs and good natured attention we met with at this time from the Chiefs in general, I cannot omit mentioning an action of Long-ſhanks, as it does him the greateſt honour, and would reflect credit even on a perſon of education and refined ſenſibility.

Long-ſhanks had been often on board when we were laſt at Atoui, and by that means was perſonally acquainted with all our people. Being naturally curious and inquiſitive, he now

1787. September. took an opportunity of going amongſt them to aſk a number of queſtions about the voyage. On going down between decks, he met with the Carpenter, who had been troubled with a lingering diſorder for a conſiderable time, and at preſent was very weak and poorly. His pale countenance and emaciated figure affected poor Long-ſhanks very ſenſibly; a tear of pity ſtole unheeded down his cheek, and he began to enquire about his complaint in a tone of tenderneſs and compaſſion: ſeeing him very weak and infirm, he gently chafed and preſſed the ſinews and muſcles of his legs and thighs, and gave him all the conſolation in his power. Preſently afterwards he came upon deck, called his canoe, and went on ſhore in a hurry, without taking leave of any perſon on the quarter-deck, which was contrary to his uſual cuſtom; but he returned very ſhortly, bringing a fine fowl along with him, which he immediately carried down to the Carpenter, told him to have it dreſſed directly, and he hoped it would make him better in a day or two.

This circumſtance ſhews, that theſe people are far from being deſtitute of the fine feelings of human nature, and at the ſame time may lead one to imagine that diſeaſes are not very uncommon amongſt them.

About noon a freſh breeze ſpringing up from the Northward, Captain Dixon wiſhed to embrace this opportunity of weighing anchor; but on looking over our ſtock of vegetables, it was judged neceſſary to procure a further ſupply, as we not only wanted them for the ſhip's uſe, but alſo to feed the hogs, of which we had near eighty on board, large and ſmall. No ſooner was the king informed of what we wanted, than he immediately went on ſhore, together with Abbenooe, Toe-Toe, Tyheira, and Long-ſhanks, all of them promiſing to come back very ſoon with

arou

arou arou, or great plenty of taro. In the mean time we unmoored, and got every thing ready for ſea. 1787. September.

About three o'clock the King and Chiefs returned, each bringing a large double canoe loaded with taro and ſugar-cane, ſo that we were now completely furniſhed with every neceſſary article the iſland afforded.

The expedition and diſpatch with which we got this laſt taro, and their free and generous manner in bringing it on board, both ſurprized and pleaſed us; and our Captain was not ſlow in making ſuitable returns. To the King he gave a *pahou*, a large baize cloak edged with ribbon, and a very large toe, which pleaſed him ſo much, that he began to think himſelf the greateſt monarch in the univerſe. The other Chiefs were rewarded with toes, axes, and ſaws, entirely to their ſatisfaction. The ladies, too, (of whom we had no ſmall number of conſiderable rank on board) were liberally ornamented with buttons and beads. In ſhort, all parties were perfectly pleaſed, and were profuſe in their profeſſions of kindneſs and acknowledgment.

Before we finally leave theſe iſlands, thou, perhaps, wilt expect a kind of ſupplementary account in addition to what I have occaſionally ſaid reſpecting them and their inhabitants. What few remarks I am able to make, are now very much at thy ſervice.

Theſe iſlands were diſcovered by the late Captain Cook, during his laſt voyage to the Pacific Ocean. He named them Sandwich Iſlands, in honour of the Earl of Sandwich, his particular patron, and who at that time preſided at the Admiralty Board.

This

1787. September. This diſcovery, ſufficient alone to render his name immortal, may be ſaid to have brought him to an untimely end, as he loſt his life at Owhyhee, in conſequence of a diſpute with the natives.

* They are ſituated from 18 deg. 54 min. to 22 deg. 15 min. North latitude; and from 154 deg. 56 min. to 160 deg. 24 min. Weſt longitude, and are eleven in number; viz. Owhyhee, Mowee, Ranai, Morokinne, Tahoaroa, Moretoi, Whahoo, Atoui, Oneehoura, Nehow, or Oneehow, and Tahoura. The particular extent of each iſland I cannot give thee, as thou mayeſt know from the tenor of my former letters that our acquaintance with the major part of them is very ſuperficial: on this head I ſhall juſt obſerve, that Owhyhee is the fartheſt to the Southward and Eaſtward, the ſouth point being in 18 deg. 54 min. North latitude; and the Eaſtermoſt part 154 deg. 56 min. Weſt longitude. The reſt trend in a direction nearly North Weſt, and in the order already mentioned; the North point of Atoui being 22 deg. 15 min. North latitude; and the Weſt part of Tahoura in 160 deg. 24 min. Weſt longitude.

Mowee is ſituated next to Owhyhee, and appears to be about twenty miles long. According to Captain Cook's account there is a fine bay to the Eaſt ſide of this iſland, which we propoſed making in November laſt, but were prevented by contrary winds. Tahoaroa and Morokinne are ſituated betwixt Mowee and Ranai; they are mere garden ſpots, and I cannot ſay whether they are inhabited. Ranai is conſiderably ſmaller than Mowee; its produce is much the ſame with that of the iſlands in general. Mo-

* See a chart of the iſland in Cook's laſt Voyage to the Pacific Ocean, vol. iii.

retoi is the next to the Northward and Weſtward: its extent appears much the ſame as Mowee. 1787. September.

Whahoo I am inclined to think is next to Owhyhee in point of extent, it being more than thirty miles long, and at leaſt twenty miles over in the broadeſt part. The latitude of the bay in which we anchored is 21 deg. 15 min. North.

Atoui is rather more than a degree to the North Weſt of Whahoo; it is about thirty miles long, and fifteen miles over in the broadeſt part. Oneehoura is very ſmall, and is ſituated between Atoui and Oneehow; its chief produce is yams. Oneehow is conſiderably larger, being about ten miles over. Tahoura is the Weſtermoſt iſland of the groupe, and I believe is uninhabited.

Theſe iſlands in general are mountainous, and ſome of them remarkably ſo. Captain King* eſtimates Monakaah and Monaroa, two mountains of Owhyhee, to be conſiderably higher than the famous Picque of Teneriffe and the high land on Mowee ſeems little inferior in height to either of them. I have before obſerved that the ſummits of the two former are perpetually covered with ſnow, and yet the numerous and well cultivated plantations round their baſe, and the exuberant foilage of the trees with which their ſides are covered, totally deſtroy every idea of Winter. Nor is the proſpect of the iſlands in general leſs variegated or pleaſing; the country next the ſea is generally crouded with villages, which are ſhaded from the ſcorching heat of the ſun by the ſpreading branches of the cocoa, palm, clove, pepper, mulberry tree, &c. As your eye advances farther into the country, numerous plantations

* See Cook's laſt Voyage to the Pacific Ocean, vol. iii. p. 104.

1787. September. tations, laid out in the moſt regular manner, engage your attention, 'till the landſcape is finally cloſed by the mountains, which are cloathed to the very ſummit with all the verdure of everlaſting ſpring.

Though theſe iſlands are ſituated within the tropics, yet experience has ſhewn us that trade winds are far from being conſtant here, particularly to the Weſtward of Whahoo: the weather too is frequently unſettled; and another very great inconvenience attending theſe iſlands, is the want of a good harbour; though in the ſummer months I doubt not but veſſels may lay either in Karakakoa Bay, Owhyhee; or Wymoa Bay, Atoui, with great ſafety.

I imagine the climate is much the ſame as that of tropical iſlands in general. The mean of the thermometer during our ſtay here was 80 degrees.

Owhyhee is by far the moſt plentiful iſland of the whole; we may indeed aſſign as one reaſon for this, that it is larger than any two of the reſt, but then its inhabitants are equally numerous in proportion to its extent, and I am inclined to think they are much more ſo, conſequently the land is more univerſally cultivated than at any of the other iſlands, which at once accounts for the great plenty of vegetables, &c. met with here.

In my next thou wilt have what few remaining particulars I can furniſh thee with reſpecting theſe iſlands; and thou mayeſt depend on their being ſuch as have fallen within my immediate obſervation. Adieu. Thine, &c.

W. B.

ATOUI, September 18th.

LETTER

1787.
September.

LETTER XLI.

THE circumſtance which renders Owhyhee peculiarly eligible to touch at, is the great number of fine hogs it affords: fowls too are in great plenty here. In regard to vegetables, bread-fruit, potatoes, and plantains, are the moſt plentiful; taro is more ſcarce, and rather indifferent, and there are very few yams to be met with.

Atoui is certainly the ſecond iſland for refreſhments, and is in ſome reſpects ſuperior to Owhyhee: it produces many fine hogs, the greateſt abundance of excellent taro, together with potatoes and plantains. Cocoa-nuts are met with here in greater abundance than, perhaps, at all the other iſlands together; and there is plenty of fine ſalt, which is peculiarly uſeful in curing pork for ſea-ſtore: add to this, plenty of excellent water is eaſily procured, and at leaſt a temporary ſupply of wood. The Chiefs are eaſily attached to your intereſt, and by that means every buſineſs is carried on with the greateſt order and regularity.

Whahoo, though greatly inferior to either of the iſlands juſt mentioned in regard to hogs or vegetables, yet it confeſſedly claims a firſt place for ſupplying thoſe moſt neceſſary articles, wood and water; and I have reaſon to think that in a few years it will equal Atoui in point of fertility. A ſpirit of improvement ſeems to animate the people to a very great degree; and it is really aſto-

1787. September. niſhing to ſee the different aſpect many parts of the iſland now wear to what they did the firſt time we anchored there. The bay we lay in, and Whititte bay in particular, are crouded with new plantations, laid out in the moſt regular order, and which ſeem to be in a very flouriſhing ſtate of cultivation.

Oneehow is remarkable for the great quantity of excellent yams it produces; there is alſo a ſweet root called tee, or tea, found here: it is generally about the thickneſs of a perſon's wriſt, but ſometimes much larger, and is generally baked by the natives previous to their bringing it for barter. This root is of a wet, clammy nature, and with proper management makes excellent beer.—The other iſlands in general produce a few hogs, together with potatoes, bread-fruit, taro, plantains, and ſalt; which laſt article renders theſe iſlands ſuperior to Otaheite, or any of the beautiful iſlands in the Southern Pacific Ocean, none of them producing any of this very uſeful article.

Hogs and dogs are the only quadrupeds we ſaw here. The dogs appear to be of the cur kind, dull and heavy; they have ſharp pointed ears projecting towards the noſe.

Birds are not in any great variety here: the humming-bird already mentioned, are by far the moſt numerous, and of which there are two ſpecies; viz. the red-bird before deſcribed, and another, the breaſt of a pale green, the back and wings of a light brown. There are alſo ducks, terns, owls, &c. Great numbers of the tropic bird and man of war bird breed at Tahoura, (which is uninhabited) and are frequenly caught there by the natives. The fiſh moſt frequently met with here are dolphins, cavallies, ſharks, &c. Sharks are much eſteemed, probably on account of their

their teeth, and the food they afford to the *Towtows* or menial ſervants, who are reſtrained from eating the better kinds of fiſh. 1787. September.

The wood at theſe iſlands is very plentiful on the mountains, and of various kinds; but the principal are chiefly two, one reſembling mahogany, the other ebony.

What number of inhabitants theſe iſlands contain, is impoſſible for me to ſay with any degree of certainty. Captain King computes them at four hundred thouſand, but, with all deference to ſuch reſpectable authority, I cannot help thinking this account greatly exaggerated, and indeed this is pretty evident from ſimilar paſſages in the ſame voyage. Captain Cook, when at Atoui in the beginning of the voyage, eſtimates that iſland to contain thirty thouſand inhabitants, and this from a ſuppoſition that there are ſixty villages on the iſland, each containing five hundred people. *This* calculation is certainly in the extreme, but Captain King makes it ſtill greater, and concludes Atoui to contain fifty-four thouſand inhabitants, which is ſurely too many by at leaſt one half. If therefore we deduct from the remainder of his calculations in the ſame proportion, and reckon the whole number of inhabitants at two hundred thouſand, I am perſuaded it will be much nearer the truth than Captain King's calculation, which ſeems to be founded on opinion merely ſpeculative, rather than the reſult of cloſe obſervation.

Theſe people in their temper and diſpoſition are harmleſs, inoffenſive, and friendly; not ſubject to paſſion, or eaſily provoked; in their manners they are lively and chearful, ever ready to render any little ſervice in their power even to ſtrangers, and purſue every thing they undertake with unremitting diligence and ap-

1787. September. plication. When attached to any perſon, they are ſteady in their friendſhip, and are not eaſily tempted to neglect the intereſt of thoſe for whom they have once profeſſed a regard. In oppoſition to theſe good qualities, it muſt be confeſſed that they are guilty of theft, and will not ſcruple to plunder whenever they have an opportunity; but this is moſt frequently practiſed by the *Towtows*; and from the imperfect knowledge we have of their cuſtoms, it is impoſſible to ſay how far theft is reckoned a crime. Yet with all this propenſity to thieving, we never met with an inſtance of diſhoneſty whenever any thing was committed to their charge, however valuable it might be to them.

Their language is ſoft, ſmooth, and abounds with vowels. In their converſation with each other it appears very copious, and they ſpeak with great volubility; but when converſing with us, they only make uſe of thoſe words which are moſt expreſſive and ſignificant, purpoſely omitting the many articles and conjunctions made uſe of when ſpeaking to each other. But as a ſpecimen will give thee a much better idea of the language than any deſcription can poſſibly do, I ſhall here ſubjoin a vocabulary of words which I collected the meaning of during our ſtay here.

Tanie, *a huſband.*
Whaheene, *a wife or woman.*
Madooa tanie, *father.*
Madooa whaheene, *mother.*
Titu nanie, *brother.*
Titu whaheene, *ſiſter.*
Titu, *child.*
Myre, *a king.*
Aree, *a chief.*
Towtow, { *a ſlave or menial ſervant.*
Tata, *a man or Mr.*
Boa, *a hog.*
Manu, *a fowl.*
Ei ha, *fiſh in general.*
Wharra, *potatoes.*
Neehu, *cocoa nuts.*
To, *ſugar cane.*

Vy,

Vy, *water.*
Taro, *a large root ſo called.*
Poe, *taro pudding.*
Maia, *plantains.*
Mano, *a ſhark.*
Patai, *ſalt.*
Oofe, or ooughe, *yams.*
Malama, *the ſun.*
Maheina, *the moon.*
Booboo, *a button.*
Poreema, *a number of buttons on a ſtring.*
Hou, *a nail.*
Mattou, *a fiſh-hook.*
Araia, *a feather necklace.*
Taheidy, *a fan or fly-flap.*
Pahou, *a ſpear.*
Tooheihe, *wood.*
Ava, *an intoxicating root.*
Matano, *a preſent.*
Avaha, *a canoe.*
Toa, *a paddle.*
Tibo, *a gourd or calabaſh.*
Hi dirro, *go below.*
Tabahou, *a pail or bucket.*
Taboo, *an interdiction.*
Touro, *rope or line of any kind.*
Toe, *a ſtone in the ſhape of an adze, a flat piece of iron.*
Marow, *cloth wore by the men.*
Ahou, *a piece of cloth wore by the women round the waiſt.* 1787. September.
Enou, *bad.*
Myty, *goood, pretty, fine, right.*
Areea, *preſently, by and bye.*
Pe emy, *come here, bring it here.*
Mere mere, *ſhew me.*
Arre, *get away, march off.*
Areuta, *on ſhore.*
Abbobo, *to-morrow.*
Heeva, *a ſong in chorus.*
Ete, *ſmall.*
Nooe, *large.*
Oe, *you.*
Moe, *to ſleep.*
Porore, *hungry.*
Pooninne, *ſick.*
Meme, *to make water.*
Tooti, *to eaſe nature.*
Hone hone, *to ſalute.*
Paha, *may be, perhaps.*
Arou arou, *great plenty.*
Emotoo, *old, broke, much wore.*
Matte matte, *dead, to kill.*
Oure, *a denial of any kind.*
Owhytoenoa, *what is your name.*
Poota poota, *a hole.*
Poone poone, *a liar or deceitful perſon.*
Tihi, *one.*

1787. September.

Earna, *two.*
Toro, *three.*
Hah, *four.*
Areema, *five.*
Ahono, *ſix.*
Aheto, *ſeven.*
Ahanou, *eight.*
Heeva, *nine.*
Hoome, *ten.*

In writing theſe words, I have ſpelt them as near the pronunciation as I poſſibly could; and yet it is probable many of them might ſtrike the ear of another perſon very differently. The ſame may be ſaid in regard to the names of their Chiefs. I ſhall juſt obſerve, that where the accent falls on the letter *a*, it is generally pronounced broad.

Theſe people in general are about the middle ſize, rather ſlender, their limbs ſtraight and well proportioned. Some of the Arees are inclined to corpulency, particularly the Aree women, and their ſkin is ſmoother and ſofter than thoſe of the common rank, but this is owing to want of exerciſe, and an unlimited indulgence in the article of food. They are in general of a nut colour, though ſome of the women are fairer, and their hands and fingers are remarkably ſmall and delicate.

Both ſexes go naked, except about the waiſt. The men wear a narrow piece of cloth, called a *marow*, barely ſufficient to cover the adjacent parts: the *ahou*, or women's dreſs, is much larger, and generally reaches from the waiſt to the middle of the thigh.

The beards of the men are ſuffered to grow; their hair is cut cloſe on each ſide the head, but grows long from the forehead to the back of the neck, ſomewhat reſembling a helmet. The women cut theirs quite cloſe behind, and on the top of the head;

the front is turned up like the toupee of an Engliſh beau, and is frequently daubed with cocoa-nut oil, and lime made from ſhells, which often gives it a ſandy diſagreeable colour. Sometimes, by way of ornament, they wear a wreath of flowers fancifully diſpoſed about the head; inſtead of a bracelet, a ſhell is tied round the wriſt, and a fondneſs for this ornament has rendered buttons ſo much eſteemed by theſe gay damſels in general; the neck, too, is adorned with various ſorts of ſhells, faſtened on ſtrings, after the manner of a necklace. But the moſt beautiful ornament wore by the women is a necklace or araia, made from the variegated feathers of the humming-bird, which are fixed on ſtrings ſo regular and even, as to have a ſurface equally ſmooth as velvet; and the rich colours of the feathers gives it an appearance equally rich and elegant. 1787. September.

The caps and cloaks wore by the men are ſtill ſuperior in beauty and elegance. The cloaks are in general about the ſize of thoſe wore by the Spaniards; the ground is net-work, and the feathers are ſewed on in alternate ſquares, or triangular forms of red and yellow, which have a moſt brilliant appearance. The ground of the caps is wicker-work, in the form of a helmet; the elevated part from the forehead to the hind part of the neck, is about a hand's breadth, and generally covered with yellow feathers, the ſides of the cap with red. This cap, together with the cloak, has an appearance equally ſplendid, if not ſuperior to any ſcarlet and gold whatever.

Theſe truly elegant ornaments are ſcarce, and only poſſeſſed by Chiefs of the higheſt rank, who wear them on extraordinary occaſions. There are cloaks of an inferior kind, which have only a narrow

1787. September. a narrow border of red and yellow feathers, the reſt being covered with feathers of the tropic and man of war bird.

Nor are theſe caps and cloaks, though confeſſedly elegant in a ſuperior degree, the only proofs of invention and ingenuity ſhewn by theſe people in matters of ornament. Their mats are made with a degree of neatneſs equal to any of European manufacture, and prettily diverſified with a variety of figures ſtained with red. Thoſe uſed to ſleep on are plain, and of a coarſer kind, but made with an equal degree of neatneſs and regularity.

Cloth is another article which gives theſe Indians equal ſcope for fancy and invention. It is made from the Chineſe paper mulberry-tree, and when wet, (being of a ſoft, malleable ſubſtance) is beat out with ſmall ſquare pieces of wood, to from twelve to eighteen inches wide, and afterwards ſtamped with various colours and a diverſity of patterns, the neatneſs and elegance of which would not diſgrace the window of a London linen-draper.

How this cloth is ſtamped I never could learn; the different colours are extracted from vegetables found in the woods. There is another kind of cloth much finer than the above, and beat out to a greater extent: it is of a white colour, and frequently wore by the Aree women, in addition to the ahou. Fans and fly-flaps are uſed by both ſexes.

The fans are uſually made of the cocoa-nut fibres, neatly wove; the mounting is of a ſquare form, and the handle frequently decorated with hair. The fly-flaps are very curious; the handles are decorated with alternate pieces of wood and bone, which at a diſtance

diſtance has the appearance of finiered work; the upper part or flap is the feathers of the man of war bird. 1787. September.

Fiſh-hooks are made of the pearl oyſter-ſhell, and ſo contrived as to ſerve for both hook and bait. Thoſe intended for ſharks are conſiderably larger, and made of wood.

Beſides the variety of fiſhing-lines already mentioned, they have various other kinds of cordage, and made of different materials. The worſt ſorts were found uſeful in rounding our cables; that of a better kind was appropriated to other purpoſes; and the fiſhing-lines made excellent tackle-falls, top-gallant haul-yards, &c. I have already taken notice of the baſkets we ſaw at Owhyhee: at the ſame place we ſaw ſome ſquare pillows, made nearly of the ſame materials as the mats, and which I am informed reſemble thoſe uſed in China.

Nets are made here with great ingenuity, and very large. I cannot inform thee what uſe they make of them, but they certainly are not altogether for ornament.

The form of their gourds or calabaſhes is ſo very various, that they certainly make uſe of art to give them different ſhapes. Some are of a globular form, with a long narrow neck, like a bottle; others are tall and circular, but of equal width from top to bottom. Others again, though narrower towards the mouth, yet are ſufficiently wide to admit the hand: many of theſe are very prettily ſtained in undulated lines, which at a diſtance appear like paint.

1787. September. What little account I can give thee of their plantations thou haſt already had, and I had no opportunity of ſeeing any other cultivation than taro; but every thing elſe, I doubt not, is managed with equal care and attention.

Their houſes greatly reſemble an hay-ſtack in ſhape, and are neatly thatched with flags, or ruſhes; the door place is ſo very low that you are almoſt obliged to enter on all fours. They have no better contrivance for a door than a few temporary boards. The inſide of their dwellings are kept neat and clean; a coarſe mat is ſpread on the floor; and as they have no ſeparate apartments, that part of the room appropriated for repoſe is rather elevated, and covered with mats of a finer ſort. The houſhold utenſils are placed on a wooden bench, and conſiſt of gourds, and wooden bowls and diſhes, which in general conſtitute the whole of their furniture. Thoſe who are poſſeſſed of hogs or fowls, keep them in ſmall out-houſes appropriated for that purpoſe.

The method univerſally practiſed to dreſs their victuals is baking, which is done in the following maner: a hole is dug in the ground ſufficiently deep to anſwer the purpoſe of an oven, at the bottom of which a number of hot ſtones are laid; theſe being covered with leaves, whatever they want dreſſed is laid on them; more leaves are now laid on, and another layer of hot ſtones being added, the oven is covered. If a hog is baked, the belly is always filled with hot ſtones. Cuſtom has rendered this mode of dreſſing victuals ſo very familiar, that they can tell the exact time when any thing is ſufficiently done; and I muſt own that in baking taro or yams, they far excelled our people: they alſo dreſs the young tops of taro ſo as to be an excellent ſubſtitute for greens, though we never could boil them ſo as to eat palatably.

The

The better ſorts of food, ſuch as hogs and fowls, are confined entirely to the *Arees*; but baked dog is reckoned a peculiar delicacy. 1787. September.

The Towtows, and the women in general, live on fiſh and vegetables. A kind of pudding made of taro conſtitutes a principal part of their food. The fiſh moſt eſteemed is dolphin, and they have an excellent method of curing them, ſo as to keep good for any length of time. Why the women ſhould be tabooed from fleſh I never could learn; but it cannot ſurely proceed from ſcarcity; and the Aree women are ſometimes indulged with it.

The knives uſed in killing and dreſſing hogs are made of ſhark's teeth, and ſo contrived as to be uſed in this buſineſs with equal dexterity and diſpatch.

The canoes are not only finiſhed with neatneſs and ingenuity, but at the ſame time are laſting proofs of perſeverance and induſtry. They are made of a ſingle tree, and are from twelve feet to forty or fifty feet long. The hollowing theſe trees, and bringing each end to a proper point with their rude unfaſhioned tools, muſt be a work of time and unremitting attention: they are in general about an inch thick, and heightened with additional boards neatly fitted round the ſides. The ſingle canoes are ſteadied by an outrigger, and the double ones are held together by ſemi-circular poles, firmly laſhed to each part of the canoe; over theſe, and parallel with the canoe, is a kind of platform, which ſerves to carry hogs, vegetables, or any thing they want to convey from one place to another, and at the ſame time is a convenient ſeat for the principal perſons of both ſexes, whilſt the Towtows, who

1787. September. paddle, always ſit in the body of the canoe. Their paddles are about four or five feet long, and greatly reſemble a baker's pail.

Theſe people are very dexterous in catching fiſh, two inſtances of which I had an opportunity of ſeeing. One day, when a number of Indians were along-ſide the veſſel, one of our people, who was fiſhing with a ſmall hook and line, had his bait taken by a large fiſh; being unwilling to loſe his line (which being a Sandwich Iſland one, was regarded as a curioſity) he veered it away, but was afraid to haul it again; on this an Indian requeſted to have the management of it, which being granted, he played the fiſh with eaſe, and in a ſhort time got it ſafe into his canoe. It proved to be a large cavallie, and weighed one hundred pounds. Another time, a large ſhark laid hold of a ſmall line, which was immediately given to an Indian who happened to be along-ſide; he played the ſhark for at leaſt two miles, without hurting the line, and he only got away at laſt by drawing the hook ſtraight as wire.

Another ſpecies of ingenuity met with amongſt theſe people is carving: they have a number of wooden images repreſenting human figures, which they eſteem as their gods; but I greatly doubt whether religion is held in any great eſtimation amongſt them, for I could purchaſe every god amongſt the iſlands for a few toes. Sometimes their ava diſhes are ſupported by three of theſe little wooden images, and this I reckon a maſter-piece in their carving. The bowls and diſhes are made of a kind of wood reſembling ebony, and are finiſhed with a proportion and poliſh equal, if not ſuperior, to any thing made by our turners.

The inhabitants of theſe iſlands appear ſubject to very few diſeaſes; and though they doubtleſs have been injured by their connection with

Europeans, yet ſo ſimple is their manner of living, that they pay little regard to this circumſtance, and ſeem to think it an affair of no conſequence. 1787. September.

I am inclined to think that moſt of their diſorders proceed from an immoderate uſe of ava; it weakens the eyes, covers the body with a kind of leproſy, debilitates and emaciates the whole frame, makes the body paralytic, haſtens old age, and no doubt brings on death itſelf.

The taboo I have before taken notice of: this is generally laid on by the prieſts, and ſometimes by a perſon appointed particularly for that purpoſe, who is called *Tonata* (or the taboo) man. When any particular ſpot of ground is tabooed, the wands uſed in marking the bounds reſemble our gun-rods, and are tipped with a tuft of dog's hair.

The heevas, or ſongs, cannot be deſcribed by notes, as they rather reſemble a quick energetic mannner of ſpeaking, than ſinging; and the performers ſeem to pay more attention to the motions of the body than the modulations of the voice. The women are the moſt frequent performers in this kind of merriment; they begin their performance ſlow and regular, but by degrees it grows briſker and more animated, 'till it terminates in convulſions of laughter.

It is very evident that theſe people have not the leaſt idea of melody, as the tones and modulation in all their ſongs are invariably the ſame; however, there ſeems to be ſome degree of invention (I had almoſt ſaid poetry) in the compoſition of the words, which are often on temporary ſubjects; and the frequent peals

1787. September. peals of laughter are no doubt excited by ſome witty alluſion or other contained in them.

The warlike implements in uſe among theſe people are ſpears, ſlings, and bows and arrows.

The ſpears are made of a kind of mahogany, about ſix feet long; one end is barbed, the other tapered nearly to a point: they throw them at each other, and thoſe that are expert oft-times wound their adverſary at a conſiderable diſtance. The ſlings too are uſed with equal dexterity and effect. The bows and arrows are made of reeds, and ſo ſlender, that I cannot think they are of any great uſe, however, as I had no opportunity of ſeeing their engagements, I can ſay little on that head; what information I got being collected from the imperfect accounts of the natives.

They have drums which are beat by way of addition to their heevas; theſe are about twelve or ſixteen inches high; ſeveral holes are cut in the ſides, and a hog's ſkin is ſtrained over one end, but they produce but a very heavy dull ſound.

The bodies of both ſexes are tatooed; but this cuſtom is more generally practiſed by the men, whoſe bodies are frequently punctured in a very curious manner. Whether or no this ſerves as any diſtinguiſhing mark, or is done merely for ornament, I never could learn. The method of ſaluting here is by joining noſes together, and is looked on as a certain token and aſſurance of friendſhip.

Both ſexes are exceeding expert in ſwimming; and what is very remarkable, are not the leaſt intimidated at the ſight of a ſhark

when in the water. I have frequently ſeen Indians jump out of their canoes and ſnatch hogs entrails, which have been thrown overboard by our people, at the very moment when a ſhark has been endeavouring to ſeize them. 1787. September.

That theſe people have ſome idea of a *Supreme Being*, or rather of a multiplicity of beings, ſuperior to themſelves, there is not the leaſt doubt. The buſineſs of their prieſts is chiefly to ſuperintend and regulate the worſhip to their gods; to direct the ceremonies at their funerals, and probably to repeat orations or prayers upon theſe occaſions: but the very ſhort time any of us were on ſhore, gave us no opportunities of ſeeing theſe ceremonies performed, and therefore I ſhall not attempt to deſcribe them; as any account I could give would be equally partial and uncertain.

I have before mentioned the circumſtance of a human ſacrifice being offered; and we are perfectly aſſured this horrid cuſtom ſtill exiſts among theſe people, though their diſpoſitions are kind, friendly, and humane, and they undoubtedly approach many degrees nearer to civilization than the poor wretches we met with on the inhoſpitable coaſt of America. On this head I ſhall make no remarks, but leave thee to draw thy own concluſions; and ſhall (by way of cloſing my account) lay open a ſtill larger field for ſpeculative enquiry.

Capt. Cook, in his laſt voyage to the Pacific Ocean, has ſhewn, from that moſt indubitable of all proofs, affinity of language, that the Sandwich Iſlanders are deſcended from the Malayans, and are the ſame race of people as thoſe who inhabit New Zealand, the New Hebrides, the Marqueſas, &c. which extend from 20 deg. North to 47 deg. South Latitude, and from 100 to 176 deg. Weſt Longitude.

How

1787. September. How many people are there in the learned world, who have employed a conſiderable portion of their time, and made uſe of many ingenious arguments to point out in what manner the remote parts of the world have been peopled? The continent of America, for inſtance, has puzzled moſt of our learned hiſtorians ever ſince it was diſcovered, to account for it's population; and yet, now the geography of that part of the globe is ſo well known, how much eaſier is that to be accounted for than the tract of Iſlands ſo amazingly diſtant from each other as thoſe juſt mentioned?

I ſhall conclude with a full conviction that "the ways of Providence are unſearchable and paſt finding out." Thine ever,

W. B.

Atoui, September 18th.

LETTER XLII.

I Before obſerved that our very good friends at Atoui had furniſhed us with a moſt plentiful ſupply of hogs, taro, and ſugar cane, in the afternoon of the 18th of September.

Having every thing ready for ſea, we weighed anchor, and made ſail. By the time we had cleared Wymoa Bay, our friends wiſhed to leave us, on which we hove to whilſt they got into their canoes. They took their leave with a univerſal *proha*, or a wiſh for a good voyage, and the moſt unreſerved marks of friendſhip and attachment.

At

At ſix o'clock King's Mount bore North, 66 deg. Eaſt, diſtant eight leagues; and the South end of Oneehow, Weſt. During the night we ſteered South by Eaſt, with a freſh breeze at Eaſt North Eaſt. At ſix in the morning of the 19th we changed our courſe to South South Weſt. 1787. September.

China was the place of our next deſtination, and we were already in the ſame latitude, and conſequently had only the longitude to run down; but our Captain judged it moſt prudent to ſteer to the Southward, 'till we were in about 13 deg. 30 min. North latitude, and then bear away to the Weſtward; as that track was the moſt likely for a true trade, and it had been found in Captain Cook's laſt voyage, that in the latitude 20 and 21 deg. to leeward of theſe iſlands, the winds are at beſt but light, and often variable.

During the 19th and 20th we had a fine ſteady Eaſterly breeze. During the night we hauled our wind to South, and at day-light again ſteered South South Weſt.

The night of the 20th was ſqually, with rain; and during the 21ſt we had light breezes and cloudy weather: our latitude at noon was 18 deg. 23 min. North; and the longitude 161 deg. 13 min. Weſt. The variation of the compaſs is here 8 deg. Eaſterly.

From the 21ſt to the 25th we had a freſh Eaſterly breeze: our latitude at noon on the 25th was 13 deg. 22 min. which being as far as we intended to ſail to the Southward, our courſe was changed to Weſt by South; the variation of the compaſs being near 12 deg. Eaſterly:

1787. October. From this to the 8th of October we had little variety. The weather was intenſely hot, the thermometer being from 88 to 91 degrees. We had frequent heavy ſqualls, particularly in the night-time, attended with lightning. Our latitude at noon on the 8th, was 13 deg. 24 min. North; and the longitude 187 deg. 37 min. Weſt. At nine o'clock in the evening we had a very hard ſquall, attended with heavy rain, which obliged us to clue all up and run right before it; but towards eleven o'clock the weather moderated. As this part of the ocean ſeemed particularly ſubject to ſqualls, eſpecially in the night-time, we every day at ſunſet had the precaution to reef our topſails and make every thing ſnug, ſo that we might be ready for theſe ſudden guſts, and run no danger of carrying any thing away.

In the night of the 12th, we had two very ſevere ſqualls, but fortunately they did us no damage. They were attended with much thunder, lightning, and violent rain.

I cannot help thinking part of the celebrated ſimile in the ingenious Mr. Addiſon's "*Campaign*," particularly applicable to circumſtances of this ſort. Such ſudden and impetuous torrents of wind muſt certainly baffle the utmoſt efforts of human ſkill to guard againſt their dire effects, were they not guided by an Almighty power; and ſurely we may ſay of the miniſtering Angel, that

> "Calm and ſerene he drives the furious blaſt,
> And pleas'd th' Almighty's orders to perform,
> Rides in the whirlwind, and directs the ſtorm."

From the 12th to the 20th, we had a ſteady Eaſterly breeze and cloudy weather. The nights were frequently ſqually, but not

ſo

ſo violent as before. Our latitude at noon on the 20th, was 41 deg. 1 min. North, and the longitude 210 deg. 24 min. Weſt. The variation of the compaſs about 7 deg. Eaſterly. 1787. October.

At noon, on the 21ſt, our latitude was 14 deg. 11 min. and the longitude 212 deg. 16 min. We lay to during the night, with the ſhip's head to the Northward, as we expected to fall in with ſome of the Ladrone Iſlands; and it was neceſſary to take every precaution in our power to avoid danger.

At day-light in the morning of the 22d, we bore up and made ſail, ſteering Weſt by North. We ſtill had a conſtant ſteady Eaſterly breeze, with fine ſettled weather. At half paſt ten o'clock we ſaw land, bearing North 58 deg. Weſt. During the forenoon we had great quantities of ſmall bonetta about the ſhip, and our people caught ſeveral with hook and line. There were vaſt numbers of ganetts flying near the land, and indeed they were the only birds we ſaw. Theſe birds feed on the ſmall bonetta, as we frequently ſaw them dart into the water with aſtoniſhing rapidity, and they generally devoured their prey on the ſurface before they took wing again. At noon we ſaw two iſlands, one bearing North, 55 deg. Weſt; the other North, 80 deg. Weſt, about four leagues diſtant. Our latitude was 14 deg. 46 min. North.

On coming near the land, we ſaw three iſlands which we took to be Tinian, Aguigan, and Saypan, according to the deſcription of them by Anſon. At four o'clock the Eaſt end of Tinian bore North 30 deg. Eaſt, diſtant four leagues; the peak of Saypan, North North Eaſt; and the Weſt end of Aguigan, North Weſt by North, about four miles diſtant.

1787. September. At the Weſt end of Aguigan is a very ſmall iſland, or rather a large rock, not more than a cable's length from it.

According to our obſervations, Tinian is ſituated in 15 deg. North latitude; and 214 deg. 30 min. Weſt longitude.

Theſe iſlands are remarkably free from rocks or ſhoals, ſo that veſſels may ſafely run by them in the night-time with moderate weather. Tinian is far the largeſt, and trends nearly from South-Eaſt to North-Weſt. Saypan ſeems the next in point of extent, but lying the fartheſt from our courſe, I can give thee very little idea of it. Aguigan does not appear to be more than ſix miles long, and is very narrow. They are all tolerably level except the peak on Saypan before mentioned.

The author of Anſon's Voyage round the World gives a moſt enchanting deſcription of Tinian, not only from its beautiful appearance, but from the plenty and variety of refreſhments it affords. 'Tis poſſible that this account may be exaggerated, as thoſe navigators were in the greateſt diſtreſs for want of refreſhments, and falling in with an iſland where all their neceſſities were plentifully ſupplied, the place would appear to them little leſs than a terreſtrial paradiſe. However, be this as it may, we, thank God, had no occaſion to touch here, having upwards of thirty live hogs on board, and all our people in high health and ſpirits, with every proſpect of a ſpeedy paſſage to China.

At ſix in the afternoon, the center of Aguigan bore North, 83 deg. Eaſt, about five leagues diſtant; and the weather being fine, we ſtood on during the night, ſteering Weſt and by North.

From

From this to the 31ſt we had little variety. A conſtant Eaſterly trade cauſed a heavy ſwell to ſet in from Eaſt North Eaſt, and we had frequent ſqualls with heavy rain. On the 31ſt at noon, our latitude was 19 deg. 52 min. and the longitude, by lunar obſervation, 232 deg. The variation of the compaſs is here little or nothing. 1787. November.

On the 1ſt of November we had a moderate breeze and fine weather. Our latitude at noon was 20 deg. 18 min. and the longitude 233 deg. 12 min. Weſt. The variation of the compaſs about 1 deg. *Weſterly.*

The weather growing ſqually towards the evening, we double-reefed the topſails, and reefed the mainſail: a very heavy ſwell ſet in from the Northward, and we had much lightning all round the compaſs. In the night, the wind increaſed to a ſtrong gale, which continued with very little intermiſſion during the whole of the 2d. Our obſervation at noon gave 21 deg. 2 min. latitude. Being now pretty near the latitude of the Baſhee Iſlands, at eight o'clock we hauled our wind to the Eaſtward, not thinking it prudent to run in the night. At midnight we wore to the North North Weſt, and at day-light in the morning of the 3d, the weather being pretty moderate, we made ſail and bore up to the Weſtward. The latitude at noon was 21 deg. 5 min. North; and the longitude 237 deg. 24 min. Weſt. During the afternoon we had a ſtrong Eaſterly breeze. Some of our people imagined they ſaw land towards North Weſt, but this was very doubtful. At nine in the evening we ſhortened ſail and hauled our wind to the Northward, wearing occaſionally during the night. At day-light in the morning of the 4th, we made ſail and bore up to the Weſtward. The forenoon

1787. November. forenoon was moderate, the weather thick and hazy, with a very heavy ſwell from the North North Eaſt.

At two o'clock we ſaw a ſmall iſland bearing North 40 deg. Weſt, about five leagues diſtant; and preſently afterwards higher land appeared behind it, which we ſoon found to be an iſland, but conſiderably larger than the firſt. As we had no obſervation at noon to determine the latitude, we had various conjectures at firſt what land this could be, ſome thinking the large iſland to be the South point of *Formoſa*, and the ſmaller one *Villa-Rete*, but we ſoon found theſe iſlands to be *Botel Tobago Xima*.

At ſix o'clock the land bore North 24 deg. Weſt, 12 miles diſtant, the weather ſtill thick and hazy. Towards nine o'clock we hauled by the wind to the Southward, making occaſional boards during the night, as we judged Villa-Rete to be to the Weſtward, and conſequently it was not prudent to ſtand on.

In the forenoon of the 5th, we had frequent ſqualls with rain, a heavy ſwell ſetting in from the Northward. Our latitude at noon was 21 deg. 35 min. North; and the longitude 239 deg. 37 min. Weſt. The wind blowing a freſh gale towards evening, we cloſe-reefed the topſails, and apprehending ourſelves clear of any danger, we ſtood on during the night, ſteering Weſt North Weſt, with a freſh breeze at North North Eaſt.

At day-light in the morning of the 6th, we made ſail, the weather being pretty moderate, the wind ſtill hauling to the Northward. Our latitude at noon was 21 deg. 37 min. and the longitude 241 deg. 55 min. Weſt. During the afternoon we had a ſtrong breeze and cloudy weather, a heavy ſwell ſtill ſetting

from the Northward. The nights being dark, and generally squally, in the evening we close-reefed the topsails and reefed the mainsail. 1787. November.

At eight o'clock in the morning of the 7th, we saw land, bearing North West, four or five leagues distant. On sounding, we struck the bottom with a line of twenty-five fathom, grey sand. In the forenoon we passed six Chinese fishing-boats. Our latitude at noon was 22 deg. 22 min. North. In the afternoon we saw a great number of fishing-boats, and at five o'clock saw *Pedro Blanco*, a large rock, which has the appearance of a hay-stack, bearing West, about ten miles distant. In the evening we shortened sail, and hauled by the wind to the Southward, making occasional boards during the night.

At six o'clock in the morning of the 8th, we made sail. The land in sight proved to be the *Lema Islands*, the extremes of which bore from North East to West North West, about five leagues distant. On sounding, we had a sandy bottom with twenty-four fathom line. Though there was a great number of Chinese boats at a small distance from us, yet no pilot coming on board, at eleven o'clock we made a signal for one, and presently afterwards an old Chinaman came on board as a pilot, bringing certificates from a number of Captains whom he had taken to Macao. He gave us to understand that he could take the vessel no farther than Macao, and demanded fifty dollars to carry us there, but at length agreed for thirty dollars. Our latitude at noon was 22 deg. 7 min. North. By this time we were near the entrance of the Lema Islands, which are very numerous, and have a most uncomfortable, barren, and dreary appearance.

During

1787. November. During the afternoon ſeveral pilots came on board. One of them who could ſpeak Engliſh informed us, that we muſt come to anchor at Macao, and get a *choppe* or permit from the Cuſtom-houſe there, before we could proceed to Canton. Our breeze grew light and variable, yet we kept ſtanding on, and near midnight came to anchor in Macao Roads, in ſix fathom water, over a ſoft muddy bottom. Our ſoundings amongſt the Lema Iſlands were, from fifteen to five fathom, over a ſoft bottom.

In my next I hope to give thee an account of our arrival at Canton, and our proceedings there. Adieu.

Thine ever,

W. B.

Macao, November 9th.

LETTER XLIII.

THE ſituation of our anchoring birth in Macao Road, was 22 deg. 9 min. North latitude, Macao bearing Weſt one-half South, about eight miles diſtant, the grand Ladrone South by Eaſt, and the peak of Lintin nearly Eaſt.

At day-light in the morning of the 9th, we ſaw a large ſhip at anchor, about three miles off our lee-quarter. On hoiſting our colours, ſhe ſhewed Engliſh ones in return, ſo that we took her for

for an Eaſt Indiaman juſt arrived. At eight o'clock our Captain went in the whale-boat to Macao, in order to procure a choppe for our paſſage to Canton, and to learn the beſt method of expediting our buſineſs. Towards afternoon the wind blew very freſh from North North Eaſt and North Eaſt, and in the evening increaſed to a gale, on which we let go the beſt bower. 1787. November.

During the night, and former part of the 10th, the wind continued to blow very freſh from the ſame quarter, which cauſed the veſſel to pitch very much, but growing moderate towards the afternoon, we took up the beſt bower.

At ten o'clock in the evening a Chineſe boat came along-ſide, bringing a Mr. Folger on board; he was Chief Mate of the veſſel we had ſeen in the Roads, and which proved to be the Imperial Eagle, Captain Berkley, who, thou mayeſt remember, was ſeen by Captain Colinett in King George's Sound. In conſequence of a quarrel with Captain Berkley, he had left him and been at Macao, where, meeting with Captain Dixon, he had procured a paſſage with us to Canton.

We learnt from Mr. Folger, that the Imperial Eagle left Oſtend the 23d of November, 1786, and that King George's Sound was the fartheſt they had been to the Northward on the coaſt. They procured a good many valuable ſkins a degree or two to the Southward of King George's Sound; and their cargo conſiſted of nearly ſeven hundred prime ſkins, and many of inferior value. In the courſe of their trade they met with a moſt melancholy accident. Captain Berkley frequently ſent his long boat with his Second Mate, Mr. Mackie, and ten or twelve of his people, to trade with the Indians in places on the coaſt where the ſhip had not

1787. November. acceſs. In one of theſe excurſions, Mr. Miller, Second Mate, Mr. Beale, Purſer, and two of the people, left the boat, and went in an Indian canoe to trade with the inhabitants on ſhore, taking with them a ſheet of copper for that purpoſe, but were never ſeen afterwards. Some of the Imperial Eagle's people landed at the place next day, and found ſome pieces of their cloaths and linen mangled and bloody, but no part of their bodies, ſo that they doubtleſs had been murdered, and their bodies either eat or burnt.

This ſad cataſtrophe ſufficiently evinces the cruelty of theſe people, and at the ſame time may teach all future navigators never to put too much confidence in theſe Savages, however friendly they may ſeem to be.

About noon on the 11th our Captain returned from Macao, bringing a pilot with him to take the veſſel to Canton, on which we immediately diſcharged our former pilot. We had been under ſome degree of anxiety on account of Captain Dixon's long abſence; but it ſeems the Chineſe are not very expeditious in tranſacting their buſineſs, and there is no remedy for theſe delays but patience. There came with the Captain from Macao, Mr. Roſs, Firſt Mate of the Nootka, (which veſſel arrived here ſome time before us) a Mr. Moore, the Purſer, and *Tyana*, a Sandwich Iſland Chief whom Captain Meares had brought from Atoui, as paſſengers to Canton.

It ſeems the Nootka received conſiderable damage on firſt coming into Macao Roads in a gale of wind, in conſequence of which their furs had been ſent to Canton in another veſſel.

The

The tide being in our favour, we weighed anchor at one o'clock, and made ſail, with light variable winds and fine weather. From Macao Roads to Wampo, the place of our deſtination, the courſe is nearly North North Weſt, and the diſtance about twenty-three leagues. 1787. November.

Near the midway is a narrow paſſage called the Bocca Tigris, defended by a paltry fort on each ſide the river.

From the 11th to the 14th we were employed in working up to this paſſage, the wind being conſtantly againſt us, ſo that we were obliged to anchor every tide.

At four in the afternoon of the 14th, we paſſed the Bocca Tygris, and ſoon after, the tide being done, came to anchor in five fathom and a half water. The ſoundings up the river from Macao are from eight to four fathom, over a ſoft bottom.

A Mandarine boat now came along-ſide us, with a perſon ſent by Government to attend our veſſel, much of the ſame nature as the Cuſtom-houſe Officers in England, as we were informed his buſineſs was to prevent any illicit trade from being carried on.

At one o'clock in the morning of the 15th, we weighed and made ſail. Having light variable airs, our boats were hoiſted out and ſent a-head to tow the veſſel. We kept working up the river in this manner during the whole of the 15th, and at ſix o'clock in the morning of the 16th, came to anchor at the bottom of Wampo Roads, in four fathom and a half water. Soon afterwards our paſſengers left us; and towards noon, after giving orders for the veſſel to proceed to the upper end of the fleet,

1787. November. Captain Dixon went in a Chineſe paſſage-boat to Canton, in order to learn from the Eaſt India Company's Supercargoes the beſt method of facilitating our buſineſs.

At eleven o'clock we weighed and began to warp through the fleet up the river. At three in the afternoon we anchored with the ſmall bower, in four fathom and a half water, over a muddy bottom, mooring with the ſtream anchor; the village of Wampo bore Weſt North Weſt. Canton is about fourteen miles higher up the river, but the ſhips of the different countries who trade to China are not admitted farther than Wampo. Indeed I believe the river is not navigable for large veſſels ſo far as Canton.

As it was Captain Dixon's wiſh to procure freſh proviſions for the ſhip's company as ſoon as poſſible, no time was loſt in making every neceſſary enquiry for that purpoſe, and we ſoon learnt, that in ſpite of our utmoſt care it would be impoſſible to avoid a number of impoſitions: that every veſſel was ſupplied with whatever proviſions they wanted by an officer, called a *Comprador*, who always demanded a *cumſhau*, or gratuity of three hundred dollars, excluſive of the profit which would accrue to him from ſerving us with proviſions.

A demand of this nature appeared ſo very exorbitant, that we determined, if poſſible, to avoid it; and a Captain Taſker, from Bombay, whoſe veſſel lay near ours, kindly offered to furniſh us with beef for the preſent. This, however, could not be done without caution; for we had a *Hoppo* or Cuſtom-houſe boat on each ſide the veſſel, with officers on board, who made it a point

to

to prevent any beef coming on board unleſs furniſhed by a Comprador. 1787. November.

During this time our people were employed in unbending the ſails, unreeving the running rigging, and doing whatever jobbs were immediately neceſſary.

In the forenoon of the 17th the Captain returned from Canton. He was informed by the Company's Supercargoes that no ſteps could be taken reſpecting the diſpoſal of our furs, till the Superintendant of the Chineſe Cuſtoms had been on board to meaſure our veſſel; and as the King George was expected ſoon, he would not come till after her arrival.

The *Hoppo*, as he is generally called, is a perſon of very great authority, and next in rank to the Viceroy of Canton. Having procured ſome beef from Captain Taſker, the ſhip's Company were allowed two pounds per man, each day, with a proportionate quantity of greens, the man in the hoppo boat undertaking to ſupply us with every thing of the vegetable kind we might want.

All the ſpirits on board being expended, on the 19th we purchaſed a leger of arrack from a Dutchman, for forty-five dollars. In the afternoon we took up the ſtream anchor, and moored with both bowers, a mooring junk being bent to the ſmall bower. The Hoppo officer having found out by ſome means or other, that we were ſupplied with beef by Captain Taſker, put a ſtop to it; and we again bid fair to live on ſalt proviſions, or pay a Comprador's extravagant *cumſhau*. In this dilemna, Mr. Moore, Firſt Mate of the Royal Admiral, Captain Huddart, happening to call on board, and hearing our ſituation, kindly undertook to furniſh us with

1787. November. beef, on condition that we ſent our boat for it every morning, and always took care not to let the beef be ſeen. We willingly accepted his offer, and our boat was ſent to the Royal Admiral regularly every morning, and had generally the good fortune to get the beef on board unperceived.

On the 23d our Captain went to Canton, and returned the ſame evening, having heard that the King George was arrived at Macao, which was a moſt agreeable piece of intelligence.

At noon on the 24th Captain Dixon went in the whale-boat, with ſeven hands, to meet the King George, in order to aſſiſt in towing her up the river, ſhould they not have a favourable breeze.

On over-hauling our ſtock of proviſions it appeared that we had ſome to diſpoſe of; and this afternoon we ſold three tierces of beef to a Leghorneze veſſel which lay in the river, at twenty-four dollars per tierce.

About noon on the 25th, our conſort, the King George, arrived in the river, and anchored near us; bringing all her people in good health and ſpirits, to our very great ſatisfaction.

Captain Portlock's ſucceſs on the coaſt, after we left him, had been nothing equal to our's; indeed it was not to be expected that he could procure many furs in Prince William's Sound, though no effort was left untried for that purpoſe; the boats being conſtantly out in the adjacent creeks and inlets, at a diſtance from the ſhip.

The

The long-boat had been pretty ſucceſsful in Cook's River, and had made two trips; being obliged to come back the firſt time for a freſh aſſortment of trade. 1787. November.

After leaving Prince William's Sound, Captain Portlock had fallen in with a harbour betwixt Croſs Sound and the Bay of Iſlands. The paſſage into it is rather dangerous, and it affords no great quantity of furs; ſo that it will be no object for future traders. His long-boat had found a paſſage from thence into Norfolk Sound; at which place the inhabitants ſhewed his people tin kettles, pewter baſons, &c. which they immediately knew had been bartered by us.

From this place Captain Portlock ſteered directly for Sandwich Iſlands, where he arrived about a week after we left them; ſo that our meeting the Prince of Wales off King George's Sound, was particularly fortunate, as our waiting for Captain Portlock there would have been ſo much time entirely loſt. But to return.---

In the morning of the 26th both our Captains went to Canton, and returned in the afternoon of the 27th. Mr. Browne (Preſident of the Supercargoes) aſſured them that the Superintendant of the Cuſtoms (or John Tuck, as the Chineſe commonly call him) would come to meaſure both veſſels very ſhortly, and that immediately afterwards, our buſineſs ſhould be expedited without delay. During this time our people were employed in overhauling the rigging, and doing every other neceſſary work that was required.

On the 29th, at three o'clock in the afternoon, Mr. William Macleod, Firſt Mate of the King George, departed this life. His

1787. November. death was not occaſioned by any diſorder caught during the preſent voyage, but from an old complaint in the urethra, which frequently occaſioned a ſuppreſſion of urine, and other alarming ſymptoms, during the latter part of the voyage. At the time of his being taken ill (which was on the 28th) he was on a viſit on board the Locko Indiaman; and his drinking ſome ſtale porter after dinner brought on ſo violent a relapſe of his diſorder, as was ſuppoſed to be the immediate cauſe of his death. He died univerſally lamented by his friends and acquaintance, and was interred, in the forenoon of the 30th, on Frenchman's Iſland.

At ten o'clock in the morning of the 2d of December we were honoured with the preſence of John Tuck on board. He was attended by a numerous retinue, who paid him a princely reſpect, ſaluting him at his coming upon deck with a bent knee.

This viſit ſeems to be a mere matter of form, as they only meaſure from the foremaſt to the taffrel, and then athwart near the gangway, which certainly can give them but a very imperfect idea of a veſſel's burthen: however they demand (I am informed) no leſs than a thouſand pounds ſterling, as a port charge, for this piece of mummery. His Excellency made us a preſent of two poor buffaloes, eight jars of ſamſhu, (a ſpirit ſo bad that we threw it overboard) and eight bags of ground rice, about forty pounds each.

This neceſſary piece of buſineſs being over, proper meaſures were taken to get our furs to Canton. We learnt, on enquiry, that a choppe, or Cuſtom-houſe boat muſt be procured at Canton for the cargo of each veſſel, the expence of which would be fifteen dollars each: however, as the King George's cargo was conſiderably

ſiderably leſs than our's, we judged that by taking their furs on board our veſſel, the expence of a boat might be ſaved: accordingly, this afternoon we received from the King George ſeven puncheons and two ſlop-cheſts of furs. 1787. December.

On the 4th Captain Dixon went to Canton, to get every thing in readineſs at our factory for ſtowing the furs, and to ſend a boat to carry them up. In the morning of the 5th a choppe boat came along-ſide for our cargo; Captain Portlock likewiſe ſent a ſmall cheſt, and a bundle of furs on board.

We ſent to Canton twenty-three puncheons, two cheſts, and two caſks, containing the whole of our furs; and ſeven puncheons, three cheſts, and one bundle, belonging to the King George; the particular contents of all which, I ſhall, perhaps, have occaſion to mention hereafter.

From our firſt arrival 'till now, the people had been employed in overhauling the rigging and repairing whatever was defective; our main yard had been condemned, and another ſubſtituted in its room, with ſundry other neceſſary jobs. On the 6th we began to clear the hold, and ſent our empty caſks on ſhore to be repaired: the ſail-makers were employed in making ſundry new ſails, and repairing the old ones. Theſe different employments engroſſed the greateſt part of this month; and indeed we were in no particular hurry, as none of our furs were yet diſpoſed of, and till then we could not take in any cargo for the Eaſt-India Company.

On the 26th the Carpenters began to caulk between decks. Captain Portlock purchaſed a number of rattans, for the purpoſe

1787. December. of dunnaging the hold; and this afternoon we received 897 bundles from the Roſe, and on the 27th, 563 bundles more.

We are in daily expectation of hearing good news from Canton, ſo that our preparations on board for a cargo of tea go on briſkly. Adieu.

Thine, ever,

W. B.

WAMPO, December 28th.

LETTER XLIV.

AS we were now anxious to have the veſſel ready for a cargo, and the weather was rather precarious, we engaged two Caulkers from the Houghton Indiaman, on the 28th of December, to aſſiſt our Carpenters, it being abſolutely neceſſary to have the ſhip tight, before we could pretend to take any teas on board.

On the 29th an American veſſel called the Alliance, Captain Read, anchored in the river. This veſſel is frigate built, and had been employed againſt us with ſome degree of ſucceſs during our late unhappy conteſt with the Americans; but now it ſeems their

ſpears are turned to *pruning-hooks*, and their *frigates* to *merchantmen*. 1787. December.

For ſome days paſt our ſupply of beef from the Royal Admiral had been by no means regular, and we had been obliged to uſe ſalt proviſions more than once; this occaſioned us to apply to Captain Portlock, (who had engaged a Comprador on his firſt arrival in the river) and on the 31ſt we began to receive our beef from the King George.

By this time our after-hold was clear, and the caſks on the ground tier ready for water; on this the long-boat was ſent to Canton, that being the neareſt place where water can be procured fit for uſe.

Whilſt every thing on board our veſſel was getting forward with the utmoſt diſpatch, in order to be ready for a cargo whenever the Council of Supercargoes ſhould think proper to ſend one, our buſineſs at Canton was totally at a ſtand, none of our furs being as yet diſpoſed of.

In order to form ſome idea of the probable reaſons for this delay, it perhaps may be neceſſary to ſay a few words reſpecting the conſignment of our ſkins, the methods taken by the perſons they were conſigned to for the diſpoſal of them, and the various impediments raiſed by the Chineſe to prevent their being ſold to advantage.

At the time our voyage was firſt ſet on foot, China was the market fixed on for the diſpoſal of whatever furs we might procure; and at the ſame time it was judged of no ſmall conſequence

to

1787. December. to procure a freight from thence. An agreement with the East-India Company was accordingly made; our furs were to be ſold to their Supercargoes at a fair price, or left in their hands for them to diſpoſe of at a future opportunity, and they were to have a certain per centage on whatever ſum of money they might fetch.

No ſooner were the ſkins landed at our factory, than a particular account of them was taken by a ſet of Merchants belonging to the Cuſtoms, and who (I underſtand) give ſecurity to the Emperor for the duty being paid: another account was taken by people employed by Mr. Browne for that purpoſe.

Our ſkins being properly aſſorted, the quantity fixed on to be diſpoſed of by Mr. Browne was 2,552 ſea-otter ſkins, 434 cub, and 34 fox ſkins.

The remainder of our cargo, which conſiſted of 1,080 beaver tails, ſundry indifferent pieces of beaver ſkins and cloaks, 110 fur ſeals, about 150 land beaver, ſixty fine cloaks of the earleſs marmot; together with ſundry racoon, fox, lynx, &c. were left to be diſpoſed of by our Captains in the beſt manner they were able; probably for no other reaſon than to furniſh them with money for their current expences, and no doubt expecting what they had left would be barely ſufficient for that purpoſe.

In regard to the ſale of our furs, I ſhould firſt obſerve, that there is at Canton a Company of wealthy Merchants, called the Hong-Merchants, with whom our Eaſt India Company tranſact all their buſineſs, and purchaſe from them the whole of the tea and China-ware ſent to Great Britain. To theſe people our furs were offered, with an expectation of their immediately taking them

off our hands at an advantageous price; but here we were woefully disappointed, and we found, to our cost, the sad mistake of our Owners, in appointing the Supercargoes to have the sole disposal of their property, for the moment these Hong-Merchants had looked the skins over, and fixed a value on them, no other Merchant durst interfere in the purchase: indeed as the quantity above-mentioned was not suffered to be divided, there were not many people except these Hong-Merchants who had it in their power to buy so large a parcel, and advance the money immediately: add to this, the duty on merchandize in the Port of Canton seems not to be regulated by any fixed rule, but rests in a great measure in the breasts of those appointed by the Hoppo to lay it on, and who fix it higher or lower at pleasure. With these people the Hong-Merchants have great influence; so that had any indifferent person been at liberty to purchase our skins, and disposed to give us an advantageous price for them, the fear of having an enormous duty to pay, would at once deter him from any attempt of the kind; this we found strictly verified more than once. 1787. December.

In this poor situation were we with respect to the sale of our cargo, during the month of December, and the greatest part of January: either we must close with the paltry offers which the Hong-Merchants had made to the Supercargoes, or be under the necessity of leaving our furs in their hands undisposed of; this both parties knew we wished to avoid, if possible. Mean while, some of the refuse which they had left for us to dispose of, sold to considerable advantage; the 1,080 tails sold for two dollars each; the fur seals for five dollars each, and a small parcel of rubbish for fifty-five dollars.

On

1788. January. On the 7th of January, 1788, we ſent to Canton 130 pekel of flints, a parcel of blankets, and ſeveral groſs of buckles; a Hoppo boat was alſo loaded with flints from the King George. The blankets and buckles were brought out to trade with the Americans; and we were given to underſtand they were a very ſaleable article amongſt the Chineſe.

By the 14th, our quarter-deck being completely caulked, we paid it over with a compoſition of damar and oil; the main and foremaſts were alſo paid with the ſame compoſition.

On the 20th, two Eaſt India Captains came to ſurvey our veſſel, by the direction of the Supercargoes, previous to their ſending any teas on board; they found ſeveral defects in our lower deck, and gave directions for having it properly ſecured; at the ſame time they ſent us a carpenter and a caulker, to aſſiſt our people in expediting this buſineſs.

In the afternoon a boat came along-ſide, with 100 cheſts bohea tea. At eleven o'clock in the evening we parted our mooring junk, on which we got out the large kedge and ſtream cable to ſteady the ſhip.

The Surveyors having ordered our lower deck to be floated, on the 23d the Carpenters got the dams ready for that purpoſe; and at eleven o'clock, the Surveyors again coming on board, found the veſſel completely fit for a cargo.

On the 25th we had the good fortune to recover our ſmall bower, together with nine fathom of the junk.

On

On the 26th, our principal furs, viz. the 2,552 otter; 434 cub, and 34 fox, were ſold and delivered to the Eaſt India Company's Supercargoes, for 50,000 dollars. 1788. January.

It ſhould ſeem, that our Captains had only a mere negative in this buſineſs; but finding it impoſſible to obtain a better price, and it being high time to think of ſailing, they were glad to cloſe with this offer, though very far ſhort of what we at one time had reaſon to expect: indeed there now were other reaſons, and thoſe very weighty ones, beſides what I have already mentioned, for concluding this buſineſs. The furs brought by the Nootka had recently been ſold for 9,750 dollars:---700 fine ſea-otter ſkins, (the cargo of the Imperial Eagle, Captain Berkley) were in the hands of Mr. Beale, a principal Owner, and reſident at Canton:---1,000 otter-ſkins were ſent by the Spaniſh Miſſionaries from California, and that part of the coaſt towards King George's Sound, to Manilla, and from thence were lately arrived at Canton:---two French veſſels which had been upon the American coaſt on diſcovery, and lately arrived at Macao, had picked up 200 fine ſea otter-ſkins; add to this, a great number of black rabbit-ſkins and fur-ſeals, which are held in tolerable eſtimation here, had lately been brought from England: all theſe being in the market at once, quite glutted it, and had ſuch an effect on the Chineſe, that they ſcarcely thought furs worth taking away. Theſe circumſtances being duly conſidered, it certainly was the moſt prudent ſtep our Captains could poſſibly take to cloſe with the Supercargoes, as (excluſive of other conſiderations) by this means we were enabled to remit bills of exchange to our Owners, and our departure was greatly facilitated.

On

1788. January. On the 30th, we received on board the remaining part of our cargo of teas.

I have before obſerved, that there were ſundry parcels of inferior furs, together with the marmot cloaks, which we were permitted to ſell; a few of theſe had been diſpoſed of, but the greateſt part ſtill lay on our hands, and they being the only thing which now detained us at China, we at laſt ſold the whole, together with the flints, buckles, and blankets, to Chichinqua, for 1,000 dollars; the old man at the ſame time obſerving, that he had no other motive for making this purchaſe, than a wiſh to haſten our departure, it being a pity, he ſaid, that two ſuch ſmall veſſels as our's ſhould be detained at a heavy expence for ſuch a trifle. I am inclined to think, that old Chichinqua was ſincere in this aſſertion, for when the furs were delivered to his people, they ſeemed to regard them as mere rubbiſh, though a month before, they would certainly have fetched at leaſt four times the money; but at that time we were not at liberty to ſell any thing whatever.

By this time our cargo was properly ſtowed, our water compleated, and every thing ready for ſea. At ten o'clock in the morning of the 5th of February we unmoored, and at twelve weighed anchor and made ſail, having a breeze at North North Weſt. At three in the afternoon we came to with the ſmall bower, at the bottom of the fleet, in ſix fathom water. In the evening our Captains arrived from Canton, having diſcharged the factory, and finally ſettled all our buſineſs there.

In the morning of the 6th the King George unmoored, but having little or no wind, ſhe warped down the fleet, and came up with us about four o'clock. Having the wind generally contrary,

we

we came to every tide, and did not arrive in ſight of Macao till the morning of the 9th, when we anchored in Macao Roads; Macao bearing Weſt South Weſt, and the Peak of Lintin Eaſt about four leagues diſtant. 1788. February.

Our grand object being now compleated, thou mayeſt eaſily imagine we are anxious for a ſpeedy and ſafe paſſage to Old England, but no one more than thine, &c.

W. B.

Macao, Feb. 10th.

LETTER XLV.

CHINA is a place ſo much frequented by Engliſhmen, on account of the very extenſive commerce carried on there by the Eaſt India Company, and on that account ſo univerſally known, that it will perhaps be ridiculous for me to make any remarks concerning it; however, as thou art fond of novelty, and perhaps art no farther acquainted with China than by peruſing *Du Halde*, I ſhall trouble thee with what few obſervations I have been able to make concerning this place and its inhabitants.

Were we to form our opinion of this country, from the impreſſions its firſt appearance makes, it would be of the moſt unfavourable kind, as ſcarcely any thing in nature can have a more barren, dreary, and uncomfortable aſpect, than the Lema Iſlands, or in-

1788. February. deed the face of the country, after we arrive in Macao Roads; but by the time we reach the Bocca Tigris, the proſpect brightens: from thence to Canton the river aſſumes a ſerpentine form, and every turn preſents to your view a different branch of the river, many of which are natural, and others the effects of labour and art. Numerous villages are ſeen in theſe different viſtos, and they abound with a pleaſing variety of beautiful landſcapes, agreeably diverſified with plains, and gently riſing grounds: the ſummits of the hills are adorned with lofty *Pagodas*; the riſing grounds are ornamented with trees of various ſorts, whoſe verdure is in conſtant ſucceſſion, and reſembles an everlaſting ſpring, whilſt the plains afford large quantities of ſugar-cane and rice.

Yet with all theſe combined advantages of nature and art, theſe proſpects, ſo truly pleaſing at a diſtance, loſe much of their effect on a nearer approach. The ſoil is generally of a looſe ſandy nature, and the ſurface of the earth is far from poſſeſſing that beautiful verdure for which the Britiſh plains are ſo remarkable, and ſeems but ill adapted either for paſturage, or the cultivation of grain in general. The villages, though numerous, and extremely populous, are with ſome few exceptions, oppreſſed with poverty and want; and I believe the quantity of rice produced here, is quite inſufficient for the conſumption of the inhabitants, great quantities being yearly imported from Manilla, and the Eaſt Indies.

The climate at Wampo is extremely unhealthful, and ſuch great and ſudden variations are there in the temperature of the air, that I have frequently known the thermometer to change from 41 deg. to 86 deg. in twenty-four hours. The country to the North Eaſt is low and marſhy, and the heavy damp fogs exhaled from thence, frequently bring on agues, intermitting fevers, and

fluxes; though probably this laſt diſorder is accelerated by the quantity of arrack which the ſailors frequently drink to exceſs. 1788. February.

Wampo, as I have already obſerved, is the rendezvous for ſhips of all nations, trading to China. Here you ſee Engliſh, French, Dutch, Danes, Swedes, Italians, and Pruſſians: the Americans, too, have, it ſeems, overcome their diſtaſte againſt tea, and have opened a trade for that commodity with the Chineſe. Till theſe few years the Germans had a factory at Canton, but at preſent the Imperial Company is inſolvent, and they dare not ſend any veſſels to China, for fear of having them ſeized in part of payment for the debt already incurred.

I greatly queſtion, whether the trade carried on by our Eaſt India Company to China, is not of more conſequence, than that of all other nations put together, if indeed we except that carried on by the Chineſe Merchants to Manilla and Batavia, which is very extenſive.

The Captains of ſhips, during their ſtay here, hire temporary warehouſes of the Chineſe, ſituated near the river ſide, for the purpoſe of landing their ſtores or cargo, whilſt their veſſels are repairing, or carrying on any employment that can be done more conveniently here than on board: in this reſpect, the French have greatly the advantage over us, for their warehouſes are ſituated on a dry comfortable iſland, where they have not only every convenience for carrying on their reſpective employments, but have likewiſe a comfortable hoſpital for the reception of their ſick; whereas the Engliſh warehouſes, being chiefly on the low marſhy ground before-mentioned, are in ſome meaſure precluded from theſe advantages.

1788. February. Canton is ſituated on the Tigris, about four leagues from Wampo. Here the different nations who trade with the Chineſe have factories for the reſidence of their Conſuls or Supercargoes. Theſe form a tolerably handſome range of buildings, ſituated on a kind of quay, near the river-ſide, about a quarter of a mile in length; but that belonging to the Engliſh is incomparably the moſt elegant and commodious. None of theſe Factors are allowed to ſtay at Canton after the ſhips leave the country, but always go in the laſt veſſel to Macao, where they reſide till the ſhipping returns next ſeaſon.

Adjoining to theſe public factories are a number of private ones, which are occupied by the Captains of different veſſels, who hire them during their ſtay here from the Hong-Merchants, as they generally reſide at Canton for the greater conveniency of tranſacting their buſineſs with the Supercargoes, or any private concerns of their own.

Behind theſe factories, are the city and ſuburbs of Canton. Of the city I can form but very little idea, as no ſtranger is admitted within its gates. The ſtreets of the ſuburbs in general are exceedingly narrow and inconvenient, but are tolerably clean, being paved with broad flag-ſtones. They conſiſt entirely of the ſhops and warehouſes of different trades and manufactures carried on here, which are ſometimes very extenſive, but ſeldom conſiſt of more than one ſtory.

Canton is extremely populous; but nothing can better ſhew how difficult it is to form a competent idea of the number of its inhabitants, than the different opinions of various authors who have profeſſedly wrote on the ſubject, ſome reckoning more than

a million, and others again eighty thouſand. Without taking notice of ſuch abſurd diſproportions, I ſhall juſt obſerve, that the calculation made by Captain King, is, in my humble opinion, by far neareſt to the truth: he computes the number of inhabitants to be one hundred and fifty thouſand, which is certainly a very moderate calculation. 1788. February.

Beſides theſe, there are an amazing number of people who live altogether on the water, in boats, called ſampans, and amount, according to the loweſt calculation, to forty thouſand; but I am inclined to think they conſiderably exceed that number. The greater part of theſe poor wretches obtain a precarious livelihood by fiſhing, and perhaps ſome trivial employments occaſionally picked up on the river. Others again ply as conſtant paſſage-boats from place to place, after the manner of our watermen: for two dollars you may hire a handſome ſampan, with good accommodations for eight or ten people, to take you from Wampo to Canton. Theſe boats are fitted up in the inſide almoſt like a parlour, with a table and chairs for the paſſengers. They have lattices made of pearl, and covered with a neat arched roof of bamboo.

The lower kind of people live entirely on rice, with perhaps a little fiſh, barely ſufficient to give it a reliſh, whilſt the Mandarines, and in ſhort all thoſe whoſe circumſtances will afford it, pamper themſelves with every kind of luxury, and are remarkably fond of reliſhing ſauces and highly ſeaſoned diſhes.

The common produce of the kitchen-garden, ſuch as cabbages, carrots, greens, turnips, potatoes, &c. are in great plenty here, and

1788. February. and yet, ſuch is the poverty of the common people, that very few of theſe fall to their ſhare.

The artificers in various manufactures here, are very ingenious and expert. To ſay any thing about the excellence of their china-ware, would be abſurd, as every female goſſip in England can harangue by the hour about the neatneſs and elegance of her laſt "*long ſet*," though, to be ſure, it did not coſt near ſo much as her neighbours; but---" indeed ſhe wonders how *ſome people* can have *ſo little taſte!*"

Their numerous patterns in ſilk and velvet are certainly ingenious and well-fancied; but for goodneſs of fabric, and laſting beauty, they undoubtedly muſt give place to our looms in Spital-Fields.

Many of their artificers ſhew a great degree of dexterity and ingenuity, particularly in their cabinet and lacquered work; many of theſe things are, however, merely ornamental, and but little calculated for real utility.

The Chineſe method of wearing their hair is ſomething ſingular, though I believe the ſame cuſtom prevails all over the Eaſt. They ſhave the head cloſe, except a ſmall circular place on the crown; this being frequently ſhaved when they are mere infants, the hair afterwards grows remarkably long, and is wore in a neat triple plait.

The women ſuffer their hair to grow long, and dreſs it in neat circular folds on the top of the head, in a conical form; in this curious fold a number of ornaments are wore by the better ſort.

Small

Small feet are reckoned extremely handſome amongſt the females, ſo that they are cramped up from their infancy; and by this means many of them are little better than cripples. 1788. February.

In regard to their Government, I can ſay but little. The Emperor is of Tartarian extraction, and may, I believe, be called a deſpotic monarch; at leaſt, the ſubordinate parts of Government, ſuch as the Cuſtoms, &c. we can experimentally ſay, are ſtrictly ſo. However, we have undoubted proofs that their police is in ſome reſpects better regulated than that of any country in the world; for the Engliſh Supercargoes, on their leaving Canton, frequently leave at leaſt one hundred thouſand pounds in ſpecie behind them, under no better ſecurity than the ſeal of the Hong-Merchants and Mandarines. The Captains at the different private factories truſt their property, without the leaſt ſcruple, to the care of Chineſe ſervants, and, I believe, an inſtance of diſhoneſty was ſcarcely ever heard of.

I have before obſerved, that the Chineſe are fond of high-ſeaſoned diſhes, yet they are very moderate in their meals, never making more than two in the day; the firſt about ten in the morning, the ſecond about five in the afternoon; the intermediate time is employed, by thoſe not engaged in buſineſs, in ſmoaking, drinking tea, and paying viſits to their neighbours.

The Chineſe language is exceedingly difficult to be underſtood; and this does not proceed from its being copious, but quite the reverſe, the ſame word having a great variety of ſignifications, according to the different modes of pronunciation, and this variety of emphaſis is oft diſtinguiſhed by a kind of ſinging tone; ſo that I am inclined to think a party of Chineſe obliged to converſe together

1788. February. gether in whiſpers, would be able to underſtand each other but imperfectly.

Nor is this capital defect in their language likely to be remedied. The Mandarines affect to write in arbitrary characters, ſo as not to be underſtood by the common people; this muſt ever prevent the Chineſe language from being brought to a proper ſtandard, ſo as to be underſtood by the world in general.

Their method of writing is in columns, from the top to the bottom, in the ſame order as we make figures of pounds, ſhillings, and pence; and they always begin at the right-hand margin and conclude on the left.

Their arithmetic is decimal, every thing being reckoned by tens. They have not any idea of addition by figures, but are very expert in caſting up any ſums, by the help of wooden balls, which run on ſmall ſpindles in a kind of open box.

The money in circulation here is chiefly Spaniſh dollars; the only money coined in this extenſive empire, is a baſe kind of copper, called *caſh*, eighty of which are about the value of eightpence ſterling.

Their religion is rank Paganiſm, every family having its houſehold god, which is an image, generally fixed in ſome conſpicuous place, and decorated with a number of fantaſtical ornaments; a light is kept conſtantly burning near this image in the nighttime. All the boats on the river have got a place in the ſtern appropriated for "*Joſs*," as they call their image or god, and always take care to have the manſion of his worſhip illuminated in the

the night ſeaſon; yet many, even amongſt the common people, have ſufficient diſcernment to perceive the fallacy of ſuch an abſurd worſhip, and readily acknowledge a Supreme Being, unſeen, inviſible, and who exiſts to all eternity. 1788. February.

Polygamy is allowed here in its utmoſt extent, and the people of rank in general keep a number of wives; yet this indulgence is frequently inſufficient to gratify their unnatural deſires. They are particularly careful to prevent foreigners from having any connection with their women; and whenever any thing of the kind is diſcovered, the party is ſure to ſuffer impriſonment, or pay a heavy fine.

It is ſomewhat remarkable, that a people who carry on an extenſive commerce with the moſt civilized nations, and have made ſo great a pregroſs in the polite arts, ſuch as painting, architecture, &c. ſhould be totally ignorant of muſic; and yet this is abſolutely the caſe. The band which accompanied his Excellency the Hoppo, when he came to meaſure our veſſels, and which, no doubt, was compoſed of the beſt performers, to be in the ſuit of ſo great a perſonage, conſiſted of two braſs conchs, beat like the Engliſh tabor, and three or four pipes, not very much unlike a bag-pipe; the whole forming a harmony reſembling a ſow-gelder's horn and the cackling of geeſe. However, joking apart, they certainly have not the moſt diſtant idea of melody, and in this particular are very greatly excelled by the Savages on the North Weſt coaſt of America.

China produces beef, mutton, pork, goats, geeſe, ducks, fowls, &c. in tolerable plenty. The beef is pretty good, but very ſmall, weighing not more than from fifty to ſeventy pounds per quar-

1788. February. ter. The hogs are of a peculiar breed, remarkably fat, and their bellies frequently ſweep the ground. The poultry are greatly inferior to the Engliſh.

Every thing in China is ſold by weight, which is diſtinguiſhed by caddies and pekels, the caddy weighing near twenty ounces and a quarter Engliſh, and one hundred caddies make a pekel. The Compradors, who, as I before obſerved, furniſh the different ſhips here, weigh every thing alive, and make uſe of every art to make their hogs, geeſe, ducks, &c. weigh heavy. They often cram them with ſtones, and give them ſalt and water to make them thirſty, and in ſhort uſe every method in their power to defraud and over-reach their employers. And I ſhall conclude this imperfect account of the Chineſe, by obſerving, that a ſharping, cheating diſpoſition, *with ſome very few exceptions*, is generally prevalent amongſt them.

I am juſt now furniſhed with a very particular account of the Fur Trade, which ſhall be the ſubject of my next. Meanwhile, believe me to be ſincerely thine, &c.

W. B.

Off Macao, Feb. 16th.

LET-

1788.
February.

LETTER XLVI.

WHILST Captain Dixon was at Canton, a Gentleman, reſident there, very obligingly favoured him with a particular account of every tranſaction in the Fur Trade ſince its commencement. As thou art a commercial man, any thing relating to that ſubject muſt be peculiarly intereſting to thee; ſo that I ſhall here furniſh thee with this account as I have collected it from our Captain's minutes.

King George's Sound being pointed out by the late Captain Cook, as the moſt eligible ſpot where a valuable cargo of furs might be collected, the firſt veſſel which engaged in this new employ was deſtined for that place. She was a brig of ſixty tons and thirty men, commanded by James Hanna. Captain Hanna left the Typa in April, 1785, and arrived at King George's Sound the Auguſt following. Here, in about five weeks, he procured five hundred and ſixty ſea-otter ſkins. He left the coaſt in September, and arrived at Macao in December the ſame year.

1788. February. The above ſkins were ſold at Canton the 21ſt March, 1786, and valued as under, viz.

140	prime ſkins, ſold at	60 dollars each,
175	2d ditto, .	45 ditto
80	3d ditto, . .	30 ditto
55	4th ditto, .	15 ditto
50	5th ditto, . . .	10 ditto
500	whole ſkins,	
	240 ſlips and pieces, eſtimated at	
60	ſkins, ſold for .	600 ditto
560	ſea-otter ſkins,	
	Total amount	20,600 dollars.

Encouraged by ſo ſucceſsful a beginning, the Gentlemen engaged in this undertaking diſpatched Captain Hanna a ſecond time. He ſailed from Macao in May, 1786, in the Sea-Otter ſnow, of one hundred and twenty tons and thirty men. Having before ſucceeded ſo well in King George's Sound, his orders were to proceed to the ſame place, purſuing his former track. He arrived at the Sound in Auguſt, but the complexion of things was now greatly altered: *Cumakeela*, an Indian Chief, whom he became acquainted with during his former viſit to this place, informed him, that two ſhips had lately been there who had bought all the furs, and John M'Key, whom he found here as has already been related, confirmed this circumſtance. Wiſhing however to refreſh his people, many of whom were ill of the ſcurvy, he lay in the Sound about a fortnight, during which time he purchaſed

about fifty good ſea-otter ſkins, which were brought him by the natives from diſtant parts. Captain Hanna afterwards traced the coaſt to near 53 degrees North latitude. He anchored in St. Patrick's Bay, in the latitude 50 degrees 42 minutes North, and met with ſome inhabitants there, but got few furs of any conſequence. He left the coaſt on the 1ſt of October, and arrived at Macao the 8th of February, 1787. 1788. February.

The furs Captain Hanna procured this voyage were ſold at Canton the 12th of March, 1787, and conſiſted only of

100	ſea-otter ſkins, ſold at	50 dollars each, and
300	different ſized ſlips and pieces of ſea-otter, ſome of them indifferent, at	10 ditto ditto.

Total amount 8,000 dollars.

The ſnow Captain Cook, Captain Lorie, of 300 tons, and the ſnow Experiment, Captain Guiſe, of 100 tons, were fitted out at Bombay, and left that place the beginning of 1786. They arrived at King George's Sound in June, at which place they procured near 600 ſea-otter ſkins. On leaving this place they proceeded along the coaſt, and diſcovered an extenſive ſound in about 51 deg. North latitude, which they called Queen Charlotte's Sound; from thence they proceeded in a direct courſe to Prince William's Sound.

What

1788. February. What time they left the Coaſt I cannot ſay; but the cargoes of both veſſels were ſold at Canton the 4th of April, 1787, and conſiſted of the following furs, viz.

Prime ſea-otter ſkins . .	55
2d ditto ditto . . .	134
3d	142
4th	63
In halves	46
Smaller pieces . . .	33
Pieces of yellow and inferior .	131
	604 ſea-otter ſkins

Sold on an average at forty dollars each. Total amount, 24,000 dollars; the remaing four ſkins being included in the bargain.

From this account (as it correſponds with that given by Mr. M'Key) it ſhould ſeem that theſe veſſels procured the whole of their furs in King George's Sound, and that no other part of the coaſt afforded them a ſingle ſkin.

The ſnow Nootka, Captain John Meares, was fitted out at Bengal by a ſet of Gentlemen, who ſtiled themſelves the *Bengal Fur Society*, and ſailed from thence in March, 1786. I have already given thee an account of this veſſel's deſtination, and her arrival at Macao. The cargo of the Nootka was ſold at Canton the 4th of laſt month, and conſiſted of the following furs, viz.

50 prime

1788. February.

		Dollars.	Dollars.
50	prime ſea-otter ſkins ſold for	70 each.	
52	2d ditto . .	50 do.	
58	3d ditto . .	35 do.	
31	4th ditto large, half worn	20 do.	
50	5th ditto, worn ſkins	15 do.	
26	old and very bad . .	5 do.	
267			9,030
12	large pieces and ſlips ſea-otter	10 do.	
17	ſmaller . ditto .	5 do.	
			205
37	ſea-otter tails . .	2 do.	
31	inferior ditto . .	39 do.	
			113
48	land otter, bad and good .	6 do.	
			288
14	very bad beaver ſkins .	3 do.	
27	martens . . .	14	
			56
			9,692
	Beſides the above, Captain Meares ſold 50 prime ſea-otter ſkins at Canton, at . . .	91 each	4,550
	So that the total amount will be		14,242

and may be called 357 ſea-otter ſkins beſide the refuſe.

Every

1788. February. Every particular reſpecting the deſtination of the Imperial Eagle, Captain Berkley, has already been mentioned; ſo that it will be needleſs for me to repeat them here: her cargo conſiſted of 800 ſea-otter ſkins, chiefly of a ſuperior quality; they were not ſold when our Captain left Canton, but the price fixed on them was 30,000 dollars.

The Spaniards within theſe two years have imported the ſea-otter to China: they collect their ſkins near their ſettlements of Montrery and San Franciſco, and they are all of a very inferior quality. The Padres are the principal conductors of this traffic.

In 1787 they imported about 200 ſkins, and the beginning of this year near 1,500. Theſe furs were not ſold when we left Canton; they are ſent from the ſettlements before-mentioned to Acapulco, and from thence by the annual galleon to Manilla; but they have not as yet attempted to fit out veſſels from any of their ſettlements to the Northward.

The L'Aſtrolabe and Bouſſale, two French ſhips, commanded by M. Peyrouſe, and De Langle, ſailed from France in 1785; they are ſaid to have traced the North Weſt Coaſt of America from the Spaniſh ſettlement of Montrery, to 60 deg. North latitude; but this ſeems rather improbable, for though theſe veſſels were profeſſedly fitted out on diſcovery, yet the Commanders did not forget that furs were a valuable article, and accordingly, whilſt on the American coaſt, they procured about 600 ſea-otter ſkins, chiefly in pieces, of a very inferior quality, and evidently the ſame as thoſe imported by the Spaniards; whereas had theſe gentlemen been well in with the coaſt to the Northward, they undoubtedly

muſt

must have met with ſea-otter ſkins, of a quality far ſuperior to what they procured. 1788. February.

Theſe ſhips arrived at Macao in January, 1787, and their furs were ſold at Canton by the Swediſh Supercargoes, for 10,000 dollars.

I have already furniſhed thee with moſt of the particulars reſpecting the ſale of our furs, and mentioned the places where we collected them; it only remains for me to obſerve, that the total amount was 54,857 dollars.

By comparing the ſale of our furs with thoſe already mentioned, thou mayeſt at once perceive how very fluctuating this article is in the China market: out of 2,552 ſea-otter ſkins, which we brought to Canton, at leaſt 2,000 of them *ought* to have fetched fifty dollars each, and the remainder a price in proportion.

What furs the Ruſſians procure on the American coaſt, it is impoſſible to aſcertain, as they never bring them to the Canton market. We are pretty certain, that their traffic extends very little to the Eaſtward of Cook's River, and that place certainly does not produce ſo many ſea-otter as King George's Sound; ſo that I ſhould imagine they do not collect 500 ſkins annually.

From this ſhort ſketch of the fur-trade, thou mayeſt eaſily perceive, that very great advantages would be derived from it, if placed on a permanent footing, to effect which, I ſhould conceive the moſt eligible plan would be, to eſtabliſh a factory on the coaſt, and the North end of Queen Charlotte's Iſlands ſeems peculiarly well adapted for that purpoſe; the ſituation is nearly central, between

1788. February. Cook's River and King George's Sound; and we are well aſſured, that the furs to the Southward are of a very inferior quality. Two ſmall veſſels would not only collect all the ſkins in what harbours are hitherto known, but likewiſe explore ſuch parts of the coaſt as are yet undiſcovered; beſides, there are other valuable articles to be procured here, ſuch as ginſeng, copper, oil, ſpars, &c. and vaſt quantities of ſalmon might be cured, which could not fail being a valuable commodity. Theſe, however, are ſuggeſtions which I ſubmit to thy ſuperior judgment, though I am perfectly convinced that a trade *might* be eſtabliſhed on this coaſt, that would equal the moſt ſanguine expectations of thoſe who undertook it.

Adieu. Thine, &c.

W. B.

Off Macao, Feb. 10th.

LETTER XLVII.

AT one o'clock on the 9th of February, we weighed, and ſtood down Macao Roads to the Southward, with light baffling winds. At five o'clock we diſcharged our pilot. At ſunſet the Typa bore North 65 deg. Weſt, about three leagues diſtant; the Grand Ladrone South 35 deg. Eaſt; the Peak of Lintin North 55 deg. Eaſt. At half paſt ſeven, the tide being done, we

came to with the ſmall bower, in ſix fathom water, over a muddy bottom. 1788. February.

I ſhall juſt obſerve, that Macao is ſubject to the Portugueſe, but being ſupplied with all the neceſſaries of life by the Chineſe, they dare do nothing in oppoſition to the Viceroy of Canton; ſo that though they are not immediately under the Chineſe Government, yet they are obliged to connive at, and ſubmit to all their impoſitions, however arbitrary they may be.

At four o'clock in the morning of the 10th, we weighed and made ſail, with a moderate North Weſterly breeze, and clear weather, ſteering South a little Eaſterly. At ten o'clock, the Peak of the Grand Ladrone bore North 40 deg. Eaſt, ſeven leagues diſtant; our latitude at noon was 21 deg. 35 min. North; and the longitude 246 deg. 4 min. Weſt.

From the 10th to the 13th, we had generally a moderate Eaſterly breeze, and fine weather. In the morning of the 13th we ſaw a ſtrange ſail to the North Weſt. Our latitude at noon was 18 deg. 1 min. North. In the afternoon, the ſail ſeen by us in the morning paſſed cloſe by the King George, and we learnt from Captain Portlock that it was the Imperial Eagle, Captain Berkley, and and that he was bound to the Mauritius.

From the 17th to the 20th, we had a ſteady trade breeze, with fine clear weather. At eleven in the morning of the 20th, we ſaw the Iſland Pulo Sapata bearing South Weſt, about four leagues diſtant. This Iſland, at a diſtance, has very much the reſemblance of a Chineſe ſhoe.

1788. February. At noon the Iſland bore South 67 deg. Weſt, three miles diſtant, and a ſmall rock to the Weſtward, South 85 deg. Weſt. Our latitude was 10 deg. 4 min. North; and the longitude 250 deg. 36 min. Weſt. From the 16th, in latitude 15 deg. 33 min. we had ſteered nearly South Weſt.

On the 21ſt, being in latitude 8 deg. 44 min. North, we found a ſtrong current ſetting to the South Weſt. In the afternoon of the 23d, being in 5 deg. 31 min. North latitude, and 254 deg. 56 min. longitude, we hauled our wind to the South South Eaſt.

At ſix in the morning of the 25th, we ſaw a range of iſlands, called the *Anambas* in the charts, extending from Eaſt North Eaſt to South Eaſt by Eaſt, diſtant four leagues; and ſoon afterwards, a ſmall rocky iſland, called Pulo Domar, bearing South. At noon, the rocky iſland bore North 37 deg. Eaſt, diſtant four or five leagues. Our latitude was 2 deg. 36 min. North; and the longitude 255 deg. 3 min. Weſt; the weather extremely hot and ſultry. We found a current ſtill ſetting ſtrongly to the South Weſt.

At eleven in the forenoon of the 26th, the land bore South 40 deg. Weſt, about ſeven leagues diſtant; the latitude at noon 1 deg. 11 min. North. At ſix o'clock in the afternoon, the Iſland *Panſang* bore North Weſt by Weſt five leagues diſtant. During the night we had very heavy lightning all round the compaſs.

In the morning of the 27th, we ſaw the Iſland *Dominis*, bearing South Weſt. Our latitude at noon was 8 min. South; we had light winds and fine weather. At ſix o'clock we ſaw *Pula-Taya*, which bore South 49 degrees Weſt, the Peak of *Linging* North 64 degrees Weſt. Our ſounding was fourteen fathom.

At

At ſeven o'clock we ſhortened ſail, and at ten brought to under our topſails. We had ſoundings from eight to ſixteen fathom, over a ſandy bottom. 1788. February.

During the night we wore occaſionally; and at five in the morning of the 28th, made ſail, ſtanding to the Southward, with a moderate Eaſterly breeze. At eight o'clock, Pula Taya bore North 50 degrees Weſt.

At eleven o'clock, Mr. William Lauder, our Surgeon, departed this life; he was taken ill ſome time before we left Wampo. For a conſiderable time we had great hopes of his recovery, being young, and of a ſound conſtitution, unhurt by debauchery or exceſs. Indeed he himſelf entertained the ſame hopes till very near the laſt; but his diſorder baffled the power of medicine, and he reſigned himſelf to the Divine will, with the greateſt compoſure, being perfectly ſenſible to the laſt moment.

At noon we ſaw a range of iſlands, which extended from South by Eaſt to Eaſt North Eaſt, the neareſt about three miles diſtant; Pula Taya bore North 30 degrees Weſt, diſtant ſeven leagues: our latitude was 1 deg. 13 min. South. At four in the afternoon the body of *Monopin-hill*, on the Banca ſhore, bore South 50 deg. Eaſt. At ſix o'clock we had ſoundings from eleven to ſixteen fathom, over a muddy bottom, and ſoon afterwards we ſaw a ſtrange ſail to the North Weſt.

At ſeven o'clock we ſhortened ſail and hauled by the wind, wearing occaſionally during the night: we had ſoundings from ſixteen to twenty-three fathom water. At five in the morning of the

1788. February. the 29th, we made ſail. At eight o'clock Monopin-hill bore Eaſt, diſtant ſix leagues.

This afternoon we committed the body of Mr. Lauder to the deep. He was the firſt perſon we had loſt during the voyage.

At noon Monopin-hill bore North 10 degrees Weſt, about five leagues diſtant: our latitude was 2 degrees 14 minutes South. At one o'clock we ſaw ſeveral rocks bearing Eaſt South Eaſt, four miles diſtant, on which we ſhortened ſail, and hauled our wind to the Eaſtward; the ſtrange ſail in ſight to the North North Weſt. We had ſoundings from eight to fourteen fathom water, over a muddy bottom. At three o'clock we ſaw the Sumatra ſhore, bearing South 40 degrees Eaſt; the weather was moderate and hazy, with frequent ſhowers of rain. At ſeven o'clock we let go an anchor in eleven fathom water, over a muddy bottom. During the night we had very fierce lightning all round the compaſs. We here found the tide ſetting Eaſt South Eaſt, at the rate of three knots per hour.

At five in the morning of the 1ſt of March, we weighed and made ſail. During the forenoon we had ſqually weather, with thunder, lightning, and heavy rain. At noon the ſtrange ſail bore North by Weſt, about ſix miles diſtant, ſome high land on the Banca ſhore Eaſt North Eaſt, and part of the Sumatra ſhore South by Weſt, about three miles diſtant: we had ſoundings in twelve fathom water. The afternoon was very ſqually, accompanied with a violent ſtorm of thunder, lightning, and heavy rain.

At three o'clock we ſhortened ſail, and paſſed by a Dutch man of war lying at anchor. At five o'clock, the ſtrange ſail which we

we had ſeen for ſeveral days paſt, joined us, and proved to be the Lanſdowne Indiaman, Captain Storey. At half paſt ſix o'clock we anchored in nine fathom and a half water, over a muddy bottom, the Sumatra ſhore bearing South South Weſt, four miles diſtant. During the night we had conſtant fierce lightning, the weather exceeding cloſe and ſultry. 1788. March.

At five in the morning of the 2d, we weighed and made ſail in company with the Lanſdowne. The ſoundings here vary from eight or ten fathom, to leſs than three fathom water, the bottom ſand and mud. The wind being light and variable, we hauled to the Northward, and ſtood well over to the Sumatra ſhore, by which means we got clear of the ſhoal water. At ſix o'clock the Lanſdowne made a ſignal of diſtreſs, on which we let go an anchor in ſix fathom and a half water, and hoiſted out our whale-boat in order to go to the aſſiſtance of Captain Storey; but our boat was ſcarcely in the water before ſhe filled. On this we hoiſted her in again, and the carpenters gave her a temporary repair. At ſeven o'clock Captain Dixon went in the boat to aſſiſt the Lanſdowne.

At three in the morning of the 3d, Captain Dixon returned on board. The Lanſdowne, it ſeems, had grounded on the ſmall ſhoals off Luſepara, but was ſoon hove off without any damage.

At five o'clock we hove ſhort, in order to be ready whenever Captain Portlock ſhould make the ſignal for weighing; but during the forenoon we had only light airs and intervening calms. Our latitude at noon was 3 degrees 9 minutes South, the *firſt point* North 20 deg. Weſt, diſtant three leagues. Soon after twelve o'clock we weighed and made ſail; the ſoundings were from four and

1788. March. and a half to ſix fathom. At four o'clock the Iſland Luſepara bore North 88 deg. Eaſt, diſtant ſix miles, and the extremes of the land to the Southward, South 65 deg. Weſt. At eight o'clock Luſepara bore North 14 deg. Weſt. We had ſoundings in four fathom water, over a muddy bottom.

Being clear of the Straights of Banca, we ſtood on during the night, the weather cloudy, with conſtant lightning.

During the forenoon of the 4th, we had ſoundings from ſix to nine fathom water, over a muddy bottom. From this to the 6th we had little variety; the weather was extremely cloſe and ſultry, the thermometer frequently 92 deg. Light baffling winds, with intervening calms, frequently obliged us to let go an anchor. Our latitude at noon on the 6th, was 4 degrees 17 minutes South.

At ſix o'clock in the afternoon of the 7th, we ſaw the Siſters, bearing South Weſt by Weſt, four leagues diſtant; ſoundings eleven fathom over a muddy bottom. At noon on the 8th, the Siſters bore South 40 deg. Weſt, ſix miles diſtant, and the high land on the Sumatra ſhore, South 41 deg. Weſt; the latitude 4 deg. 55 min. South. Soundings from eleven to thirteen fathom water, over a muddy bottom.

At ſix in the afternoon we came to with the ſmall bower in ten fathom water, over a muddy bottom, the Siſters bearing South 17 degrees Weſt. During the night we had ſome heavy ſqualls of wind at South South Weſt, with much thunder and lightning, and a very heavy ſea. At four in the morning of the 9th, we found the veſſel dragged her anchor, on which we hove it up and made ſail. At eight o'clock the weather moderated, and

by ten we had nearly a calm, on which we let go the beſt bower in eleven fathom water; the Siſters bore South 25 degrees Weſt, latitude 4 degrees 57 minutes South. 1788. March.

From this to the 12th we had little variety, light baffling winds, with intervening calms, obliging us frequently to let go an anchor, ſo that we made very little progreſs.

On the 12th at noon our latitude was 5 degrees 22 minutes South. The extremes of the land in ſight bore from South 20 deg. Eaſt, to North 20 deg. Weſt, diſtant from the Sumatra ſhore about three miles. This forenoon we had the pleaſure to paſs the Siſters, which are two very ſmall iſlands, and had been in ſight ever ſince the 7th. At two o'clock we let go the beſt bower in eleven fathom water.

During the afternoon, and greateſt part of the night, we had ſqually weather, with conſtant rain.

Early in the morning of the 13th, we weighed and made ſail. The wind growing light, and inclining to calm, at ten o'clock the whale-boat was hoiſted out, and ſent to tow the veſſel a-head; North Iſland, where we intended to anchor, in order to fill up our water, being right a-head, about eight miles diſtant.

At eleven o'clock, having no wind, and the tide againſt us, we let go an anchor nearly oppoſite North Iſland; our latitude at noon being 5 degrees 35 minutes.

A breeze ſpringing up about one o'clock, we weighed and ſtood farther on. By three o'clock, being pretty well into the Roads,

1788. March. we came to with the beſt bower, in nine fathom water, over a muddy bottom, mooring the ſhip with the large kedge and ſtream cable. North Iſland bore North Eaſt by North, three miles diſtant.

In the Roads lay three Dutch veſſels belonging to Batavia.

At five o'clock in the morning of the 14th, the long-boat was hoiſted out and ſent on ſhore for water. Our people found excellent water on the Sumatra ſhore, about five hundred yards from the beach; ſo that by noon on the 15th, our water-caſks were all filled. We wanted a ſmall ſupply of wood for firing, but as there were numbers of inhabitants on the Sumatra coaſt, we apprehended that cutting wood there might be attended with difficulty; ſo, in the afternoon of the 15th parties were ſent from both veſſels to cut wood on North Iſland, there being no inhabitants or other obſtruction to cutting any quantity we wanted. At ſix o'clock the people returned on board, having procured a ſufficient quanity of fuel.

North Iſland is very ſmall, being perhaps not more than two miles in circumference. It is totally covered with trees of various ſorts, many of which I believe are found in our Weſt India iſlands. Theſe being eternally clothed with a fine green verdure, afford an excellent aſylum for the feathered tribe, of which there is great variety. I believe there is no water on the iſland, ſo that wood is the only article which the place affords for ſhips which lay at anchor in the adjacent Road.

The people who inhabit Sumatra are *Malays*, and many of them inhabit this part of the iſland in order to reap what advantage

tage they can from wrecks, or veſſels in diſtreſs, as well as to trade with the ſhips which occaſionally anchor here. 1788. March.

I have before obſerved, that the Sandwich Iſlanders are in all probability deſcended from theſe people, and there is, in my opinion, an evident ſimilarity between them in reſpect to perſon and feature. The Malayans, 'tis true, are of a deeper hue, but this may poſſibly be owing to the extreme heat of the climate.

We purchaſed ſome turtle from one of the Malay boats, for the ſhip's uſe. They deal likewiſe in Geneva, arrack, fowls, pumpkins, plantains, &c. twelve ſorry fowls they ſell for a dollar, and their other articles in proportion. The Dutch are frequently concerned with theſe boats, and a Dutchman was principally concerned in that we traded with.

Having compleated our wood and water, at ſix o'clock in the morning of the 16th we unmoored, and at ſeven weighed and made ſail, ſtanding for the Straights of Sunda, with a freſh breeze at Weſt North Weſt, and cloudy weather. Towards noon we had frequent ſqualls, with heavy rain; and the wind growing light and variable, about one o'clock we let go an anchor in twenty fathom water, the ſhips in North Iſland Roads bearing North, about ſix miles diſtant, and Mid-channel Iſland South 7 degrees Eaſt. The weather, during the afternoon, was moderate and cloudy, but in the night we had frequent ſqualls and heavy rain, attended with thunder and lightning.

At ſeven o'clock in the morning of the 17th, we weighed and made ſail, having a moderate Weſterly breeze. At noon the Peak

1788. March. of Cracatoa bore Weſt South Weſt, about nine miles diſtant: our latitude was 5 degrees 59 minutes South.

Towards evening, the wind veering to the Southward, at ſix o'clock we came to, in thirty-two fathom water, over a muddy bottom, the center of Mid-channel Iſland bearing North 58 deg. Eaſt, the Peak of Cracatoa Weſt one-half South, and Prince's Iſland South 42 degrees Weſt.

From the 17th to the 21ſt, we plied in the Straights without making ſcarcely any progreſs. During the forenoons we had calms, and ſometimes light winds at South Weſt. About noon a tolerable breeze generally ſprung up at North Weſt, which, towards evening, conſtantly ſhifted to the Southward. The nights were generally ſqually, with heavy rain and conſtant thunder and lightning, a ſtrong current generally ſetting to the North Eaſt.

At ſix o'clock in the afternoon of the 20th, after ſtanding ſome hours to the North Weſt, we came to in thirty-two fathom water, over a bottom of ſoft mud. The extremes of Cracatoa bore from South 65 deg. Weſt to North 65 degrees Weſt, ſix miles diſtant. The weather being ſqually, we ſent down the top-gallant yards.

During the whole of the 21ſt, we had light unfavourable winds. In the forenoon the people were employed in ſetting up the foretop-maſt rigging. A Dutch ſnow had anchored within a mile of us in the evening of the 20th, and Captain Dixon being deſirous to procure ſome rice from her, and a few neceſſaries we ſtood in need of to repair the rigging, the whale-boat was hoiſted out this afternoon, and Mr. Carew, our Firſt Mate, ſent on board

the ſnow to enquire whether the Dutchman could ſupply us with any of theſe particulars, but Mynheer was equally bare with ourſelves. 1788. March.

At five o'clock in the morning of the 22d we weighed, and made ſail, but the wind growing light and variable, and the current againſt us, we came to a little before noon, with the ſmall bower, in twenty-ſix fathom water, over a muddy bottom: the Peak of Cracatoa bearing Weſt by South, about five miles diſtant. The weather being fine and calm, Captain Dixon embraced this opportunity of filling up our water; and at one o'clock the whale-boat and jolly-boat were hoiſted out, and our Captain took ten hands on ſhore for that purpoſe. The boats returned at ſix o'clock, bringing three puncheons of water, being all the empty caſks we had. Our people had purchaſed a good quantity of cocoa-nuts and pumpkins: they got forty cocoa-nuts for a dollar, and fifteen pumpkins for the ſame money.

Though the Iſland of Cracatoa is undoubtedly the moſt healthy of any one near the ſame ſituation, yet I do not find that there are many inhabitants here, and theſe ſeem to be Malays. The principal reaſon that moſt people do not fix their reſidence here probably is, that few ſhips ſtop at this iſland for refreſhment, but generally proceed to Prince's Iſland, which produces every thing peculiar to this place, in equal abundance, and the watering place is much more convenient.

The produce of this place is much the ſame as Sumatra; fowls, cocoa-nuts, pumpkins, &c. A number of turtles were purchaſed for the ſhip's uſe.

During

1788. March. During the whole of the 23d we had ſoutherly winds, which prevented our weighing anchor. We were favoured with Captain Portlock's company on board during the greateſt part of the day.

At four o'clock in the morning of the 24th we anſwered the King George's ſignal for weighing anchor, and by five we weighed and made ſail, ſtanding to the Southward, with a freſh breeze at South Weſt. Hitherto we had attempted to get clear of the Straights, by the paſſage between Prince's Iſland and Cracatoa; but this was now given up, and it was determined to try for the paſſage between Prince's Iſland and Java Head.

At noon the Peak of Cracatoa bore North 18 deg. Weſt, the extremes of Prince's Iſland from South 50 deg. Weſt to Weſt South Weſt; a high point on the Java ſhore bearing South, diſtance from the neareſt land about five leagues: the latitude was 6 deg. 21 min. South. During the afternoon we made occaſional boards, between Prince's Iſland and Java, a heavy ſwell ſetting in from the Weſtward: we had ſoundings from forty-three to thirty-ſix fathom, over a muddy bottom. At nine in the evening we let go an anchor in forty-two fathom water, the high land on Prince's Iſland bearing South 76 deg. Weſt.

At four o'clock in the morning of the 25th we weighed and made ſail, with a freſh Weſterly breeze and cloudy weather. At noon, the extremes of Prince's Iſland bore from Weſt North Weſt to South 65 deg. Weſt; a bluff point on Java bearing South Weſt by South, about four leagues diſtant; the latitude 6 deg. 33 min. In the afternoon the wind hauled to the Southward, ſo that (finding we loſt ground) at ſix o'clock we let go an anchor in forty fathom water, over a muddy bottom.

At nine in the morning of the 26th we weighed, being favoured with a ſtrong Weſterly breeze, which gave us great hopes of clearing the land. 1788. March.

During the forenoon we were employed in working through the paſſage between Prince's Iſland and Java Head. At noon, the extremes of Prince's Iſland bore from South 65 deg. Weſt to North; Java Head South Weſt by South, diſtance off four miles. Our latitude was 6 deg. 36 min. South.

About two o'clock, being right in the paſſage between Java Head and the *Coblers*, (a parcel of rocks off Prince's Iſland) the breeze failed us, and the current ſet us right upon the Java ſhore. Our ſituation for ſome time was very dangerous, as it was impoſſible for us to wear; and what was ſtill worſe, there is no ground in leſs than fifty fathom water cloſe in ſhore, and that is ſharp rocks, ſo that little ſervice could be expected from our anchor: however, in leſs than half an hour, to our great joy, the breeze freſhened, and by four in the afternoon we were entirely out of danger, the rocks off Java Head bearing North 85 deg. Eaſt, and the peak of Prince's Iſland North 5 deg. Eaſt, five miles diſtant from the Java ſhore. At ſix o'clock, Java Head bore North Eaſt by North, diſtant ſix leagues.

Being now clear of the land, our anchors were got on the gunwales, and ſecured.

During the night we had ſqually weather, with rain, and in the morning of the 27th, a freſh North Weſterly breeze and cloudy weather: our latitude at noon was 7 deg. 49 min. South.

All

1788. March. All our wiſhes now are for a ſpeedy and ſafe voyage to St. Helena; and from thence to Old England, is added by thine ever,

OFF JAVA HEAD, March 27th. } W. B.

LETTER XLVIII.

OUR paſſage during the month of March has been the moſt tedious, and by far the moſt unhealthy of any we have experienced during the voyage, and particularly in paſſing the Straights of *Banca*. The land, both on the Banca and Sumatra coaſt, is low, flat and marſhy; and as we in general had light winds, the weather was extremely hot and ſultry. A faint ſickly heat ſeized the greateſt part of our people, indeed the ſtrongeſt on board felt its influence more or leſs: we luckily had a good quantity of Peruvian bark on board, which was regularly given to all the ſickly people, and its good effects were ſoon perceptible; we alſo had the good fortune not to have the leaſt appearance of the ſcurvy amongſt us.

Captain Portlock had loſt two of his people with the flux ſince our leaving China, and ſeveral more were in a ſickly ſtate; however, our getting out to ſea raiſed every one's ſpirits.

During

1788. March.

During the 28th of March we had a freſh breeze at North Weſt, with frequent ſqualls attended with rain. At five o'clock in the afternoon we ſaw a ſtrange ſail to the Northward. In the night, and during the forenoon of the 29th, the breeze moderated; about ten o'clock the ſtrange ſail being pretty near us, we found her to be the Queen Eaſt-Indiaman, Captain Douglas. Our latitude at noon was 10 deg. 17 min. South; and the longitude 255 deg. 8 min. Weſt. During the afternoon, and the whole of the 30th, we had light variable winds, frequently inclining to calm. At eleven in the forenoon, Captain Portlock's boat came on board us, and Captain Dixon went on board the King George; the day was clear and fine, but exceeding ſultry, the thermometer being 89 deg. Latitude at noon 11 deg. 13 min.

At ſix o'clock in the evening Captain Dixon returned on board, and informed us that it was determined for the veſſels to ſeparate, each making the quickeſt paſſage in their power to St. Helena: on this all our people held themſelves in readineſs to ſalute their fellow voyagers with three cheers at parting, but light baffling winds prevented the veſſels from coming near enough for that purpoſe.

During the 31ſt we had a freſh breeze at South Eaſt and Eaſt South Eaſt, and our courſe was North Weſt. In the forenoon of the 1ſt of April we had entirely loſt ſight of our conſort: our latitude at noon was 12 deg. 44 min. South; and the longitude 257 deg. 48 min Weſt.

From the 1ſt to the 9th we had a freſh Eaſterly breeze, the weather rather ſqually at times, with rain. Our latitude at noon on the 8th was 17 deg. 50 min. South; and the longitude 271 deg. 16 min. Weſt. Our courſe for ſome days paſt had been Weſt

1788. April. South West, and West by South: we found a heavy ſwell from the Southward.

From the 9th to the 16th we had a conſtant freſh Eaſterly breeze, the weather rather wet and ſqually at times, though in general it was fine and pleaſant. Our latitude at noon on the 16th was 20 deg. 48 min. South; and the longitude 284 deg. 33 min. Weſt.

In the evening we had a good deal of lightning from the Southward, and in the night a very heavy ſquall attended with rain, the wind at South: towards morning the weather moderated, but the wind ſtill blew from the Southward. Our latitude at noon on the 17th was 21 deg. 14 min. South; and the longitude 286 deg. 41 min. Weſt.

'Till the 21ſt we had very little variety, but at two o'clock in the afternoon we had a ſquall with very heavy rain, which ſhifted the wind to the Northward, ſometimes blowing a freſh breeze, and frequently light, inclining to calm: in the forenoon of the 22d the wind again ſhifted to the Southward, the weather moderate and cloudy. Our latitude at noon was 23 deg. 9 min. South; and the longitude 298 deg. 20 min. Weſt.

At five o'clock in the afternoon of the 23d, being then ſteering Weſt, with the wind at South and by Weſt, we ſaw two ſtrange ſail in the South Eaſt quarter, ſtanding North Eaſt.

On the 24th the ſhip's company were put to an allowance of two quarts of water a man per day, excluſive of what was uſed for peaſe. Our latitude at noon was 23 deg. 27 min. South; and the longitude

longitude 300 deg. 22 min. Weſt; a heavy ſwell ſetting in from the Southward. 1788. May.

From this to the 30th no particular occurrence happened; we were ſtill favoured with a pretty ſteady Eaſterly breeze, and the weather in general fine and pleaſant. Our latitude at noon on the 30th was 28 deg. 9 min. South; and the longitude 310 deg. 30 min. Weſt. The variation of the compaſs is here 21 deg. Weſterly.

On the 1ſt of May the wind ſhifted to the Northward and Weſtward; indeed being now in 28 deg. 55 min. South latitude, we had reaſon to expect the trade-winds would leave us, eſpecially at this ſeaſon of the year.

In the morning of the 4th of May we had vaſt quantities of bonetta about the ſhip; our hooks and lines were preſently put overboard, and we had tolerable ſucceſs: theſe bonetta proved an excellent diſh for us, and were a moſt agreeable variety at this time, as our ſalt proviſions began to grow old, and conſequently unwholeſome, though as yet we had not (thank God) any appearance of the ſcurvy amongſt us, which perhaps might in ſome meaſure be owing to the bark before-mentioned, the uſe of which was not entirely diſcontinued.

We had alſo a vaſt number of gulls, egg-birds, ſheer-waters, &c. about the veſſel: I judge theſe birds and fiſh are drawn hither by a ſpecies of the *ſardine*, great numbers of which we ſaw in the water, and generally found ſome in the fiſhes we caught. 'Tis very probable they are on their paſſage to ſome particular ſpot. Our

1788. May. latitude at noon was 28 deg. 8 min. and the longitude 316 deg. 44 min. Weſt.

From this to the 7th we had Southerly winds and moderate weather: the latitude at noon was 30 deg. 11 min. South; and the longitude 321 deg. 58 min. Weſt. In the afternoon the wind blew freſh from the Eaſtward, and the former part of the night was ſqually, with thunder, lightning, and heavy rain, which cauſed us to double-reef the topſails and reef the mainſail; under this ſail we thought ourſelves well ſecured for the night, but about two o'clock in the morning of the 8th, a moſt violent ſquall took us from the South Weſt; on which we handed the topſails, and providentially received no damage: by day-light the weather grew more moderate; the wind ſtill to the Southward. Our latitude at noon was 30 deg. 54 min. South.

In the forenoon of the 9th we had a ſtrong breeze at North Eaſt, and towards the evening the wind hauled to the Northward, ſtill blowing very freſh; in the evening it lightened very much to the South Weſt, which cauſed us to cloſe-reef the topſails, remembering the ſevere ſquall we ſo lately met with; fortunately, however, the night continued moderate, and the 10th and 11th we had light Southerly winds, and fine weather. Our latitude at noon on the 11th was 32 deg. 45 min. South; and the longitude by lunar obſervations, 327 deg. 6 min. Weſt.

During the 12th and 13th the wind blew freſh at North Eaſt; the weather tolerably fine. Our latitude at noon on the 13th was 34 deg. 22 min. South.

During

During the 14th, and greateſt part of the 15th, we had little variety, the wind and weather being nearly the ſame as on the preceding days, with a heavy ſwell from the Weſtward. In the afternoon of the 15th the weather grew hazy, and the wind variable, with a lowering threatening ſky; about ſeven o'clock the wind ſettled at North Weſt, and blew a ſtrong gale, on which we cloſe-reefed the topſails, reefed the mainſail, and ſent down the top gallant yards. At eight o'clock we wore and ſtood to the Eaſtward. During the former part of the night we had a good deal of lightning from the Northward. At two o'clock in the morning of the 16th, we again wore and ſtood to the Weſtward: the gale ſtill increaſing, at ſix o'clock we reefed the foreſail and handed the topſails. In the forenoon the top-gallant maſts were ſtruck, and the jibb-boom got in. Our latitude at noon was 36 deg. 10 min. South, the gale ſtill continuing with unceaſing violence, attended with frequent ſqualls, and an exceeding heavy Weſterly ſwell. 1788. May.

At four o'clock in the afternoon we found the pumps choaked up. This, in our preſent ſituation, was a moſt unfortunate circumſtance, and more particularly, as the veſſel, when on the ſtarboard tack, made a good deal of water: however, the ſtarboard pump was immediately hoiſted up, and, on examination, found choaked with ſand, which had been uſed as a flooring for the teas, and which, no doubt, the preſent tempeſtuous weather had occaſioned to work through the ceiling. The pump being cleared, nine inches were cut from the bottom, and it was immediately got down again.

The ſhip's company had been for ſome time at an allowance of water, as before mentioned; but the weather being now too ſtormy

1788. May. to have it ſerved out, every perſon helped himſelf to what he wanted, as uſual.

During the night the gale ſtill continued with unceaſing violence. At ſix o'clock in the morning of the 17th, the main ſtay-ſail ſheet gave way, and the ſail blew to pieces in a moment: at ſeven o'clock the ſtarboard pump again choaked, on which it was got up, cleared of the ſand, and immediately put down again.

There being great reaſon to ſuppoſe that all the water which the veſſel made, did not find its way to the pumps, but was ſtopped in the fore part of the ſhip by the ſand, Captain Dixon came to a determination (with the advice of his Officers) to open the fore-hold, in order to examine that part: at eight o'clock the fore-hatch was broke open, and about forty cheſts of tea taken out of the hold: the tea was found dry, and in very good order, and (to our great ſatisfaction) there was not the leaſt appearance of any water being lodged in this part of the veſſel.

At eleven o'clock we hoiſted up the larboard pump, and cleared it of ſand, but it it was not put down again, as we were obliged to keep a perſon conſtantly in the pump-well to clear it of ſand, which was handed up in buckets, and if not conſtantly attended, preſently choaked the pump.

The gale continued during the afternoon with unabating violence; the veſſel laboured very hard, and made a great deal of water, ſo that it required every exertion to keep the pump-well clear of ſand.

Hitherto

Hitherto our people had been in three watches; but the tempeſtuous weather, together with the unlucky accident of our pumps choaking up, requiring a conſtant and unremitting attendance, Captain Dixon judged proper to put the ſhip's company to watch and watch. 1788. May.

In the night, the gale rather abated; and about ſeven o'clock in the morning of the 18th, the weather grew moderate, with light winds, and a very heavy ſea from the Southward, on which we ſet the topſails, cloſe-reefed.

About 8 o'clock, found a leak under the counter, on which we got up a number of articles that were ſtowed in the run, (being, in a manner uſeleſs to us) and hove them overboard; our obſervation at noon gave 36 deg. 30 min. South latitude. During the afternoon we had light airs inclining to calm, a very heavy croſs ſea ſtill running, which cauſed the veſſel to ſtrain and labour exceedingly: at eight in the evening a freſh breeze ſprung up from the Northward, and in the night it increaſed to a gale, a heavy ſea ſtill ſetting from the Southward.

In the morning of the 19th, we had a freſh gale at North Weſt, with frequent ſqualls; the pump-well ſtill required conſtant attendance, for the labouring of the ſhip cauſed the ſand continually to work through the ceiling, and it was of the utmoſt conſequence to keep the well clear, as by that means, the water was prevented from lodging in any other part of the veſſel. Our latitude at noon was 37 deg. 36 min. South; and the longitude 336 deg. 50 min. Weſt, but the longitude could not by any means be depended upon; it was evident by our latitude of to-day, that there was a ſtrong current ſetting to the Southward, and it was very uncertain

1788. May. whether or no it did not ſet us to the Eaſtward at the ſame time; however, Captain Dixon determined at all events to ſtand to the Northward, the wind blowing freſh at North Weſt. This afternoon our powder was found to be looſe and damaged, on which four barrels were thrown overboard, reſerving only as much as we might poſſibly want for ſignals or other temporary purpoſes.

From this till noon on the 20th, we had very little alteration; the wind ſtill blew freſh at North Weſt with frequent ſqualls; our latitude was 36 deg. 57 min. South. As we had made nearly a North courſe for the laſt twenty-four hours, this obſervation confirmed our opinion of a Southerly current, but whether to the Eaſtward or Weſtward, it was not eaſy to determine, though we had ſome reaſon to think it ſet about South South Eaſt. In the afternoon, the wind ſhifted to the Weſtward, and during the night it changed to South and South Eaſt, but grew light as it came from the Southward.

Early in the morning of the 21ſt, we had a freſh breeze at Eaſt North Eaſt, on which we ſet all the ſail we could, being glad to embrace every opportunity of getting to the Northward and Weſtward. Our latitude at noon was 36 deg. 40 min. and the longitude 337 deg. 20 min. Weſt. In the afternoon the breeze freſhened, and the wind hauled to the Northward towards evening, blowing very hard with frequent heavy ſqualls, which cauſed us to hand the topſails and reef the courſes.----Towards morning on the 22d, the weather grew more moderate, and at day-light we made ſail, ſtill ſtanding to the Northward, the weather hazy with rain; our latitude at noon was 36 deg. South.

The forenoon of the 23d was very ſqually, attended with rain; on which we cloſe-reefed the topſails, and ſtruck top-gallant maſts;

maſts: about ten o'clock we were taken with a moſt violent ſquall, but as we had timely taken in ſail, it fortunately did us no other damage than ſplitting our fore ſtay-ſail. Our obſervation at noon gave 35 deg. 48 min. South latitude. 1788. May.

In the afternoon the weather grew more ſettled, the wind ſtill hanging to the North Weſt. Our pump-well ſtill required cloſe attendance, a good quantity of ſand conſtantly working into it.

At three o'clock in the morning of the 24th, we ſounded with ſeventy fathom line over a ſoft bottom, which ſhewed that we were on the banks of Lagullus, on which we wore ſhip, the wind light and variable. At day-light, the weather being pretty moderate, we made ſail; at ſeven o'clock we ſaw a large ſhip bearing North Eaſt, and ſtanding to the Northward. Our latitude at noon was 35 deg. 36 min. South.

I ſhould obſerve that ever ſince the bad weather came on, the wind had been generally at North Weſt, and that whenever it ſhifted to the Southward or Eaſtward, it grew light and very variable. This had occaſioned us to wear as often as was judged conſiſtent with our getting to the Weſtward, and it is probable that the current already mentioned had in ſome meaſure retarded our progreſs.

During the afternoon and night we had ſtrong North Weſterly breezes and ſqually weather, which kept us under an eaſy ſail, and we made occaſional boards as ſuited our conveniency.

At day-light in the morning of the 25th, the weather being moderate, we made ſail, the wind ſtill hanging at North Weſt.

1788. May. About eight o'clock the veſſel we had ſeen on the 24th came within hail and ſpoke us. She proved to be the Lanſdowne, Captain Storey, who, as has been already mentioned, got a-ground in the Straights of Banca, but got clear of the Straights of Sunda a week before us. As this veſſel is eſteemed a prime ſailer, it cannot be denied but that the ſight of her at this time infuſed freſh ſpirits into every perſon on board, eſpecially when we compared our bad ſailing veſſel to her, and found that with all her boaſted ſuperiority, and the time ſhe had before gained on us, we were yet on a *par* in regard to the voyage. This incident brought that obſervation of Solomon freſh into my memory, "*The race is not to the ſwift*," *&c.* for we here had an inconteſtible proof, that "*time* and *chance* happeneth to all."

Captain Storey informed us, that he had been beating about the Cape ever ſince the 15th, which was the ſame time we met with the gale, but did not aſſign any reaſon for his not getting here ſooner. Our obſervation at noon gave 35 deg. 32 min. South latitude; and the mean of ſome lunar obſervations 337 deg. 48 min. Weſt longitude.

On the 26th, the wind continuing at North Weſt, our Captain determined to ſtand to the South Weſt, hoping to meet with a change of wind: the weather being now moderate, and tolerably ſettled, the people were put to their former allowance of water. Our latitude at noon was 36 deg. 17 min. South. In the night the wind ſhifted to North North Eaſt, and in the forenoon of the 27th, increaſed to a freſh breeze, on which we ſet all the ſail we could carry, and ſteered North Weſt by Weſt: our latitude at noon was 36 deg. 12 min. South, and the longitude 339 deg. 39 min. Weſt: we were deſtined to enjoy this favourable breeze but a

ſhort

ſhort time, for in the afternoon the wind ſhifted to the North Weſt, blowing very freſh: and towards evening increaſed to a ſtrong gale, which continued all night with unceaſing violence, attended with heavy ſqualls, much rain and lightning, with a heavy head-ſea: towards morning the gale abated, and in the forenoon we had light winds and a heavy croſs ſea, which cauſed the veſſel to labour very much. 1788. May.

For ſome days previous to this gale we had got ſcarcely any ſand out of the *well*, and the pump was fixed in its place, but now, the motion of the veſſel obliged us to take it up again, and we got up nearly as much ſand as when this unlucky accident firſt happened. Our latitude at noon was 37 deg. 11 min. South, the weather ſqually, with rain, the wind ſtill at North Weſt. At eight o'clock in the evening, to our great joy, a freſh gale came on at South Weſt, and during the night it blew very heavy, with frequent ſqualls, conſtant rain, and much lightning: we carried all the ſail we could with prudence, being exceedingly anxious to double this Cape. During the whole of the 29th, the wind blew ſtrong from the ſame favourable quarter, and we ſteered North Weſt, and North Weſt by North, as beſt ſuited our purpoſe, there being about two points Weſterly variation.

The wind on the 30th, was equally favourable to us: in the forenoon of the 31ſt, the wind veered to South Eaſt, ſtill blowing a fine ſteady breeze, with moderate weather; our latitude at noon was 33 deg. 44 min. South; and the longitude by lunar obſervation, 347 deg. 50 Weſt: ſo that to our great comfort we now had doubled this hitherto formidable Cape, the charts placing the South Weſt point of land in 34 deg. 26 min. South latitude, and 341 deg. 37 min. Weſt longitude.

1788. May. I ſhall lay down the pen at preſent, but, if Providence permit, thou ſhalt have a continuation from

Thine, &c.

W. B.

At Sea. May 31ſt.

LETTER XLIX.

HAVING reaſon to think that there was a current ſetting ſtrongly to the Weſtward, in the afternoon of the 31ſt of May, we hauled by the wind, ſteering North and North by Eaſt.

On the 1ſt of June, we had a fine breeze at Eaſt, with clear ſettled weather, our latitude at noon was 32 deg. 4 min. South.

The pump-well having for ſome time been pretty clear of ſand, the ſtarboard pump was got into its place, but ſo fixed that it could be got up with eaſe from time to time, as occaſion required.

The weather, during the time we were doubling this Southern promontory, had not been ſo ſeverely cold as we were taught to expect, the mean of the thermometer being about 54 deg. though this mildneſs probably has been occaſioned by the wind ſeldom blowing from the Southward for any length of time.

1788. June.

From the 1ſt, to the 3d of June, we were favoured with a freſh breeze from the Eaſtward and Southward. Our latitude at noon on the 3d, was 29 deg. 54 min. South; in the afternoon the wind ſhifted to North North Weſt, blowing freſh with frequent ſqualls: as we yet depended on a Weſterly current, we ſteered North Eaſt, and Eaſt North Eaſt, as the wind permitted. In the morning of the 6th, the wind gradually ſhifted to the Weſtward and Southward, which proved very fortunate, for the mean of ſeveral ſets of lunar obſervations taken on the 6th: our latitude (being then 27 deg. 17 min. South) gave only 346 deg. 24 min. Weſt longitude. This plainly ſhewed that our depending on a current ſetting to the Weſtward was extremely fallacious, and that in fact, we had met with nothing of the kind.

The weather now grew moderate and ſettled, with a fine ſteady breeze at South South Eaſt.

Though the veſſel had now very little motion, yet we frequently got up the ſtarboard pump, and always found a quantity of ſand in the well.

On the 9th, our allowance of water was increaſed to five pints per day, and the people were again put into three watches. Our latitude at noon was 23 deg. 44 min. South; and the longitude 352 deg. 5 min. Weſt.

From this to the 14th, nothing particular occurred. Our latitude at noon was 17 deg. 6 min. South, and the longitude upwards of 360 deg. Weſt, ſo that we had completely circumnavigated the *Globe*; on which account, having loſt a day in our reckoning, we borrowed a day; calling this (inſtead of the 14th) *Sunday the 15th of June*.

Nothing

1788. June. Nothing material happened from this to the 18th: we kept ſtanding for St. Helena, with a freſh South Eaſterly breeze and fine weather. This iſland is placed in the charts in 15 deg. 55 min. South latitude, and 5 deg. 49 Weſt longitude. At half paſt three o'clock in the morning of the 18th, we ſaw St. Helena, bearing North Weſt about ſix leagues diſtant: at ſix o'clock the whale-boat was hoiſted out, and Mr. White ſent on ſhore with diſpatches to the Governor.

On ſtanding into the road we had ſoundings from twenty-nine to nineteen fathoms water, over a muddy bottom.

At eleven o'clock we anchored with the beſt bower in nineteen fathom water; the extreme of the iſland bore from North 71 deg. Eaſt to South 65 deg. Weſt: the church South 6 deg. Weſt.

We had the pleaſure of finding our conſort the King George here, and every perſon on board in good health. Many of Captain Portlock's people had been ill of the ſcurvy, ſince they parted from us; but by a regular uſe of the various antiſcorbutics, which he had on board, their health was pretty well re-eſtabliſhed before he arrived at St. Helena.

In doubling the Cape of Good Hope, Captain Portlock kept much nearer the land than we had done, and had not ſo long a continuance of bad weather, ſo that he arrived here ſix days before us, and having compleated his water, &c. he intended to have ſailed this morning, but on our arrival he deferred it till the morrow.

Beſides the King George, we found here, the Lanſdowne, Captain

tain Storey, the Queen, Captain Douglas, three other Eaſt-India ſhips, and a Tuſcan veſſel. 1788. June.

Our buſineſs at this iſland being principally to fill up our water, no time was loſt in making every neceſſary preparation for that purpoſe; it was no leſs neceſſary for us to procure whatever refreſhments the iſland afforded, but we were given to underſtand, that freſh proviſions were dealt out very ſparingly, owing to the number of ſhips touching here.

On the 19th, we received three quarters of freſh beef, which was all that could poſſibly be ſpared us: to make amends however for this deficiency, a quantity of rice, potatoes and pumpkins were purchaſed, and diſtributed amongſt the ſhip's company.

From this to the 23d, the people were buſied in watering, ſetting up the rigging and other neceſſary employments: ſome of them were daily ſent on ſhore to gather water-creſſes, cellery, and mint, which grow here in great plenty.

At five o'clock in the afternoon of the 24th, we unmoored, and at ſeven weighed and made ſail, ſtanding out of the road with a light Eaſterly breeze, and clear weather. At noon on the 25th, James-Town bore South 40 deg. Eaſt, ten leagues diſtant. Our paſſage from St. Helena to this place afforded little variety, except that about the latitude of 6 deg. North, we fell in with light variable winds, and cloſe ſultry rainy weather; our longitude at the ſame time was about 27 deg. Weſt. The pilot (who is juſt come on board) informs me that Captain Portlock arrived in the river about a fortnight ago, all his people in good health. As I hope very ſhortly to have the pleaſure of ſeeing thee, I ſhall con-

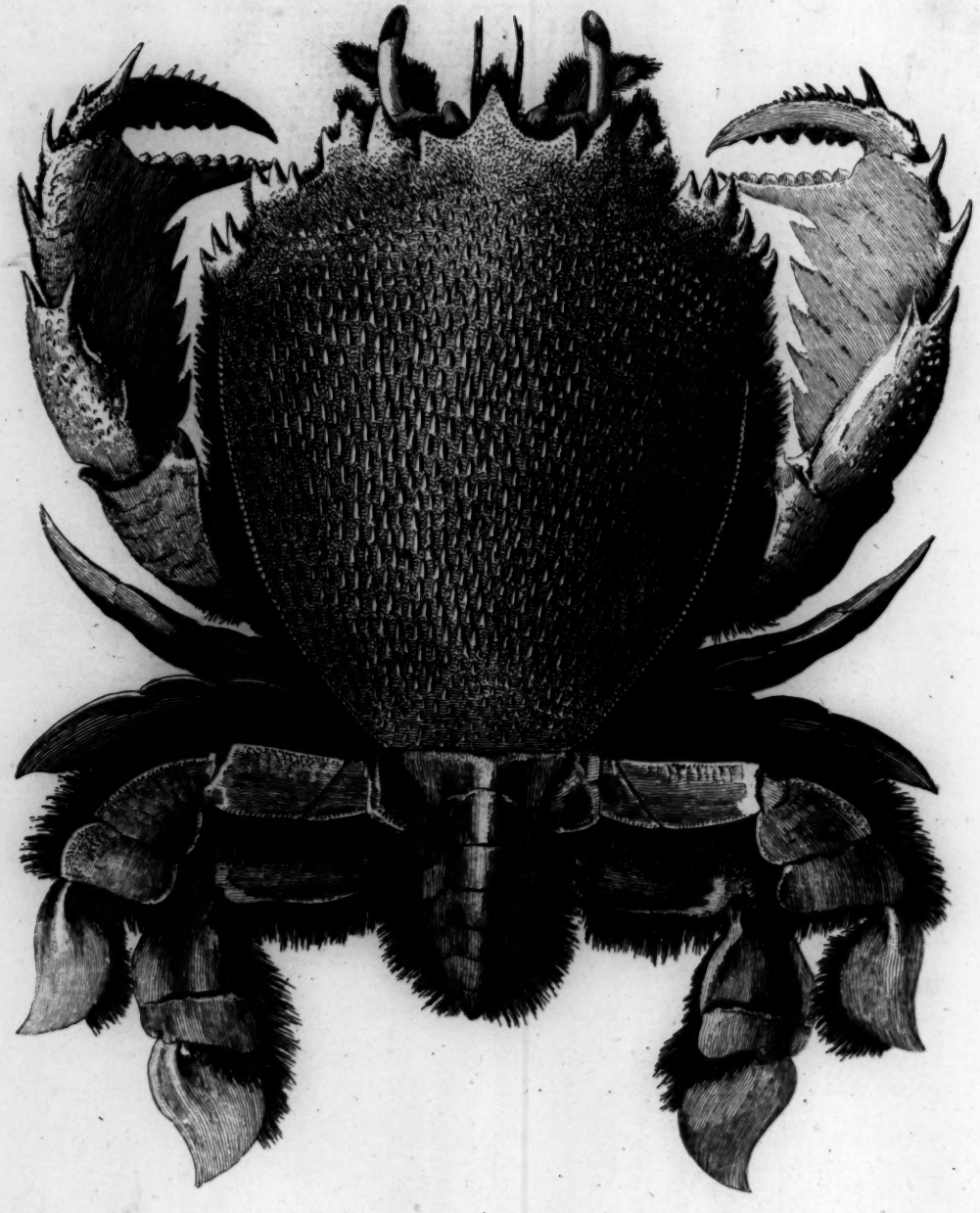
conclude my narrative, with returning my grateful thanks to that kind Providence which has safely conducted us to our native country, after a long and tedious voyage.

OFF DOVER,
Sept. 17th.

BRITISH MUSEUM

APPEN-

BRITISH MUSEUM



Cancer Raninus.

Linnæi Systema Naturæ, Page 1039. N.º 2. From Sandwich Islands.

Upper Side.

W. Lewin delin.

Published as the Act directs by Capt. Dixon Dec.ª 1.ª 1788.

P. Mazell sculp.

APPENDIX.

No. I.

NATURAL HISTORY.

BRITISH MUSEUM

AT Sandwich Iſlands there is a great variety of crabs and cray-fiſh: one of the former was of ſo ſingular a make, that I cauſed a drawing to be made from one that I brought home, in two views, from which the annexed plates were engraved.

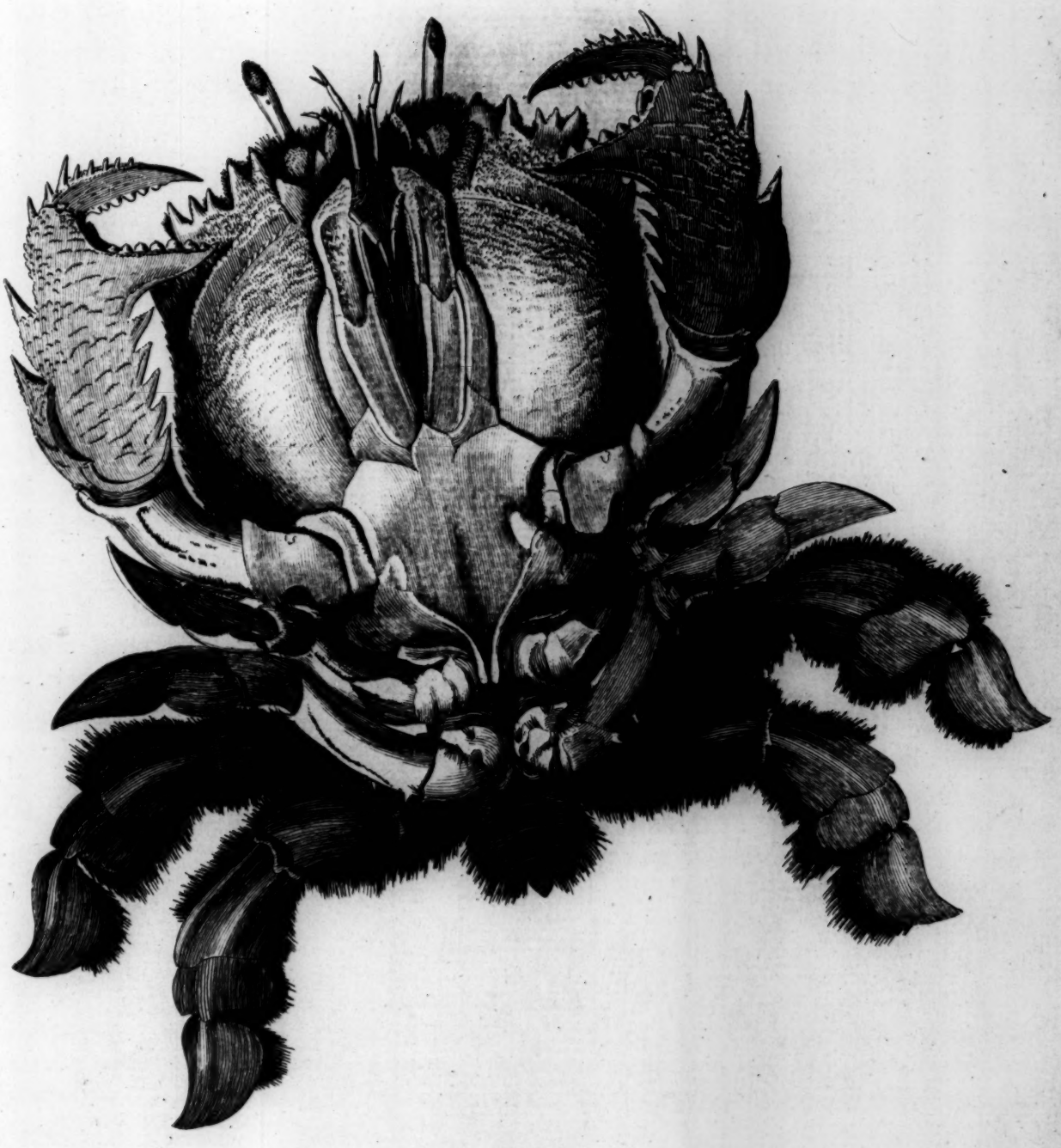
It is of a pale brown colour, but was much darker when alive; the back is ſet with ſmall conical protuberances, pointing towards the front. It has four legs, and four ſwimmers or palmated legs, the baſes of which laſt are not on a line with thoſe of the legs, but placed, two of them on the ſide of the tail, and two within it, which, as well as the ſwimmers and the edges of the body, are bordered with hair. The eyes are placed on tubes, and command the whole hemiſphere: it is a male, and I take it to be the *Cancer Raninus* of Linnæus, p. 1039 of his *Syſtema Naturæ*, No. 2.

It is in the Collection of Iſaac Swainſon, Eſq. of London.

At the ſame iſlands are great plenty of beautiful ſhells, ſuch as *Cypræa Tigrina*, *Mauritiana*, *Talpa*, and others of that genus; and numberleſs ſpecies of the ſmaller kinds, of which laſt the natives form necklaces, bracelets, and other ornaments: one of theſe necklaces afforded a ſingular ſpecies of the *Helix* genus of Linnæus, which I was informed is a freſh-water ſhell. It is outwardly ſmooth, has ſeven ſpires, and is of a black-brown colour, except the tip, which is pale-yellow: the inſide is ſmooth and white, and the mouth is marginated within. It is remarkable for a knob or tooth on the columella, but which does not wind round it, conſequently excludes it from the *Voluta* genus of Linnæus, to which at firſt ſight it appears to be related. As I preſume it to be a ſpecies hitherto undeſcribed, I have taken the liberty to give it the the trivial name of *Apex Fulva*, or the *Yellow Tip*. A figure of it, in two views, is given in one of the following plates.

Specimens of this kind are in the Leverian Muſeum.

At the mouth of Cook's River are many ſpecies of ſhell-fiſh, moſt of them, I preſume, non deſcript; and of all which I ſhould have endeavoured to have got ſpecimens, had buſineſs permitted. Among the bivalves we noticed ſome of a large ſpecies, of the cardium, or cockle genus; half a dozen of which would have afforded a good ſupper for one perſon; but for a repaſt of that kind, our men preferred a large ſpecies of the Solen genus, which they got in quantity, and were eaſily diſcovered by their ſpouting up the water as the men walked over the ſands where they inhabited: as I ſuppoſe it to be a new kind I have given a figure of it in the annexed plate. 'Tis a thin brittle ſhell, ſmooth within and



Cancer Raninus.

Linnæi Systema Naturæ. Page. 1039. N.°2. From Sandwich Islands

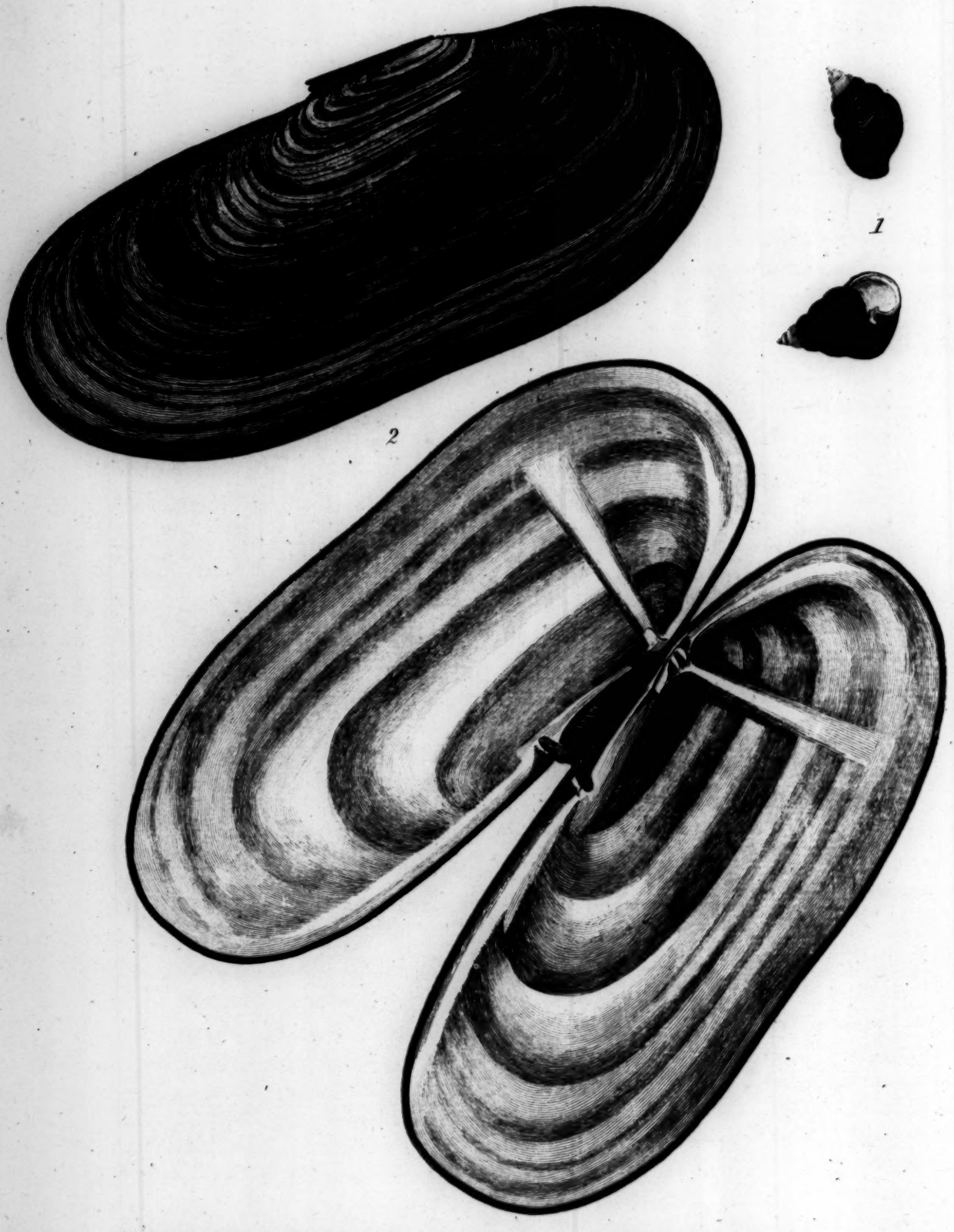
Under Side.

W. Lewin pinxit. *P. Mazell, Sculp.*

Published as the Act directs by Capt. Dixon Dec.ª 1.ˢᵗ 1788.

BRITISH MUSEUM

BRITISH MUSEUM



1. Turbo Apex Fulva, *from* Sandwich Illands. *2*. Solen Patulus, *from* Cooks River. *N.W.* Coast *of* America.

W. Lewin delin. *Published as the Act directs by Capt. Dixon Dec.r 15. 1788.* *P. Mazell fculp.*

without: one valve is furniſhed with two front, and two lateral teeth; the other has one front and one ſide tooth, which ſlip in between the others in the oppoſite valve: from the teeth, in each valve, proceeds a ſtrong rib, which extends to above half-way acroſs the ſhell, and gradually loſes itſelf towards the edge, which is ſmooth and ſharp. The colour of the outſide is white, circularly, but faintly, zoned with violet, and is covered with a ſmooth yellowiſh-brown epidermis, which appears darkeſt where the zones are: the inſide is white, ſlightly zoned, and tinted with violet and pink. The animal, as in all ſpecies of this genus, protrudes beyond the ends of the ſhell very much, and is exceeding good food.

A fine ſpecimen of this kind is in the Collection of John Swainſon, Eſq. of the Cuſtom-Houſe, London.

We ſaw alſo, on this coaſt, a kind of muſcle, in colour and ſhape much like the common eatable muſcle of Europe, but differed in being circularly wrinkled, and a great deal larger. One valve I ſaw at Queen Charlotte's Iſlands, meaſured above nine inches and an half in length.

With pieces of theſe muſcles, ſharpened to an exquiſite edge and point, the Indians head their harpoons, and other inſtruments for fiſhing. They faſten them on with a kind of reſinous ſubſtance.

At Falkland's Iſlands we met with a curious kind of ſhell of the *Anomiæ* genus of Linnæus, of which, though the ſpecies are numerous in a foſſil ſtate in moſt parts of the globe, few have been diſcovered recent, or freſh from the ſea. One only of this ſort was before known in Europe, which was brought over by my

late worthy Commander, the much regretted Captain Cook, in his firſt Voyage round the World: it was in the Portland Muſeum, and was named by the late celebrated Dr. Solander in his MSS. deſcription of the ſhells of that ſplendid cabinet *Anomia venoſa*, which ſpecimen is now in the collection of M. Calonne, of London.

This kind (as do all that are properly of this genus) adheres to coral rocks, by a ligament that comes from the animal through the hole in the larger valve.

The internal ſtructure (peculiar to ſhells of this genus) is very ſingular, and conſiſts of two teſtaceous rays, which commence near the hinge in the leſſer valve, where they adhere; from whence, leaving the ſhell, they proceed to near the edge, then bend towards the other valve, and turn back to their commencement, where they unite: this internal part is very delicate, and breaks upon the ſmalleſt touch, but is thicker in the part neareſt to the larger valve. The ſhell takes its name from certain parts of the animal, which run in a branched form along the inſide of the ſhell, which being held to a ſtrong light, or a candle, gives it a beautifully veined appearance. The outſide is ſmooth, and of a pale brown colour.

The ſpecimen from which the engraving was made, is in the private collection of Mr. George Humphrey, dealer in natural curioſities, Albion-ſtreet, near Black-friars Bridge, London.

Underſtanding, after I came home, that ſome of the birds I brought with me had not been engraved, though deſcribed by authors, particularly the new ſpecies by Mr. Latham, and preſuming

BRITISH MUSEUM



Yellow Tufted Bee Eater, *from Sandwich Islands. Latham's Synopsis. Vol. 2. P. 683. N°. 18.*

W. Lewin delin.

Published as the Act directs by Capt. Dixon Feb.y 1.st 1789.

P. Mazell jeulp.

ſuming that plates of them, done from correct drawings, would be no ſmall embelliſhment to this work, I have therefore given the figures of four of the moſt curious, and with Mr. Latham's permiſſion have annexed their deſcriptions, as printed in his Synopſis of Birds.

YELLOW TUFTED BEE-EATER.

Latham's Synopſis, vol. ii. p. 683. No. 18.

"Size of a lark: length from bill to tail fourteen inches. Bill an inch and an half long, pretty much bent, and ſharp at the tip; the noſtrils covered with a membrane: tongue divided into threads at the end: the general colour of the plumage is gloſſy black: the feathers about the head and throat ſhort and pointed: beneath each wing is a large tuft of yellow feathers, which do not appear when the wing is cloſed: on the vent is another patch of the ſame colour: the tail is greatly cuneated; the two middle feathers are ſeven inches in length, and the outer ones only two inches; both the outer feathers are white on the outer webs and tips, the others black; the ends are pointed: the legs are black: the outer and middle toes connected to the firſt joint.

"Theſe birds are met with in plenty at *O-why-hee*, and others of the *Sandwich Iſles*; at which place the natives catch the birds alive, and, after plucking out the yellow feathers, give them their liberty again, making uſe of the feathers in their various ornaments and dreſſes; beautiful ſpecimens of which may be ſeen in the *Leverian Muſeum*."

Thus far Mr. Latham; to which I take the liberty to add, that the ſpecimen from which the annexed engraving was made, dif-

ferred from that deſcribed by him in having all the tail feathers ſpotted with white at the ends; probably his was either a hen or a young bird.

The ſize is a little reduced in the engraving, in order to get it within the compaſs of the plate.

WHITE WINGED CROSS-BILL.

Latham's Synopſis, vol. iii. p. 108. No. 2.

" The ſize of a goldfinch: the bill is of a duſky horn colour: noſtrils covered with briſtles of a pale buff colour; at the baſe of the bill, from eye to eye, a ſtreak of brown: the feathers on the head, neck, back, and under parts, are whitiſh, deeply margined with crimſon; and, as ſome parts of the white appears not fully covered with the crimſon, gives the bird a mottled appearance: the rump is pale crimſon: the vent dirty white: the wing is black, marked with a bar of white from the ſhoulder, paſſing obliquely backwards, and a ſecond bar, or rather ſpot, of the ſame below that, but only the inner half: the ſecond quills are each of them tipped with white: the tail black: legs brown.

" I have received this both from *Hudſon's-Bay* and *New-York*."

The bird I have figured differs from Mr. Latham's in ſome particulars; it wants the crimſon colour, and the brown bar between the eyes, ſo that it is certainly a hen, differing from the cock exactly as in the common croſs-bill kind.

Mine was ſhot at *Montague-Iſland*, on the *North-Weſt Coaſt of America*.

PATA-



White Winged Crofs Bill, *from the N.W. Coast of America.*

Latham's Synopsis. Vol. 3. P. 108. N.° 2.

W. Lewin delin.

P. Mazell fculp.

Publiſhd as the Act directs by Capt. Dixon, Dec. 20.th 1788.

BRITISH MUSEUM

BRITISH MUSEUM



W. Lewin delin.

P. Mazell sculp.

Patagonian Warbler. *from Falklands Islands. Latham's Synopsis. Vol. 4. P. 434. N°. 26.*

Published as the Act directs by Capt. Dixon Febr.ʸ 2. 1789.

PATAGONIAN WARBLER.

Latham's Synopſis, vol. iv. p. 434. No. 26.

" This is a large ſpecies: length nine inches: bill one inch and a quarter, a little bent at the tip; colour black, with cinereous edges: the upper part of the body, and tail, cinereous; beneath paler, marked with white ſtreaks: chin and throat white: over the eye a ſtreak of the ſame: the wings dark aſh colour, marked with pale brown, and a bar of the ſame acroſs the coverts: the quills have brown edges: outer tail feathers white: legs black: toes long: hind toe and claw long and ſtout. The *female*, or what is ſuppoſed ſuch, has fewer ſtreaks of white on the breaſt.

" Inhabits *Terra del Fuego*. Met with on the *ſea-beach*, and is ſuppoſed to live on *ſhell-fiſh* or *ſea-worms*.

" It is apt to vary both in ſize and length of bill."

Mr. Latham is of opinion, that the bird I have figured is the *female*. It differs from the above account in being cinereous throughout, except the throat, which is dirty-white, ſpotted with a cinereous colour, and that it is a native of *Falkland's Iſles*.

JOCOSE SHRIKE.

Latham's Synopſis, vol. i. p. 175.—*Lanius jocoſus Linnæi Syſtema Naturæ*, i. p. 138.

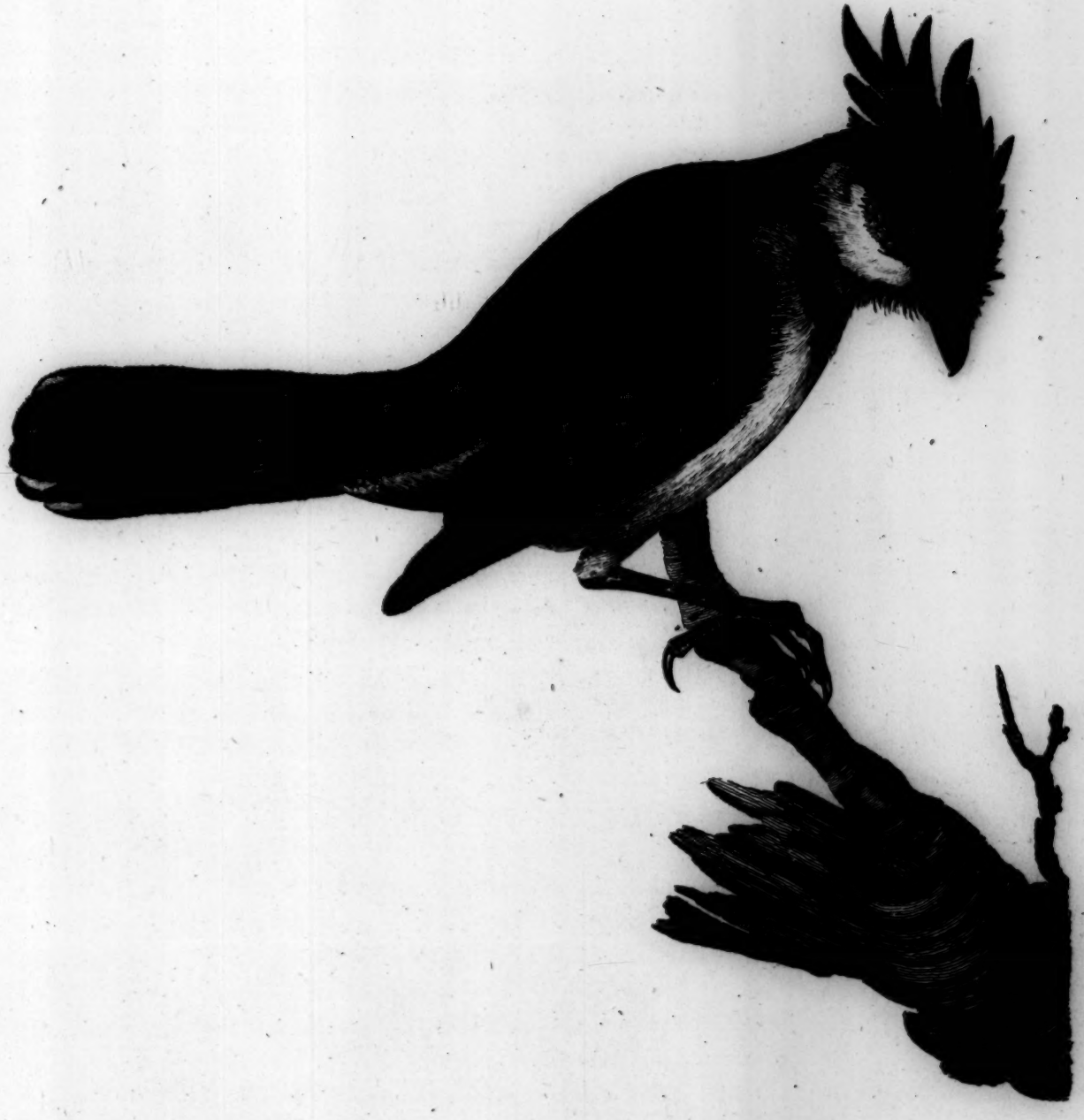
" Size of a Lark: length ſeven inches and a half. The bill is blackiſh, rather ſtraighter than in moſt of the genus, and furniſhed only with a very fine notch near the tip: the crown of the head is black, except ſome long brown-black feathers, which form a creſt:

a creſt: ſides of the head, throat, and fore-part of the neck, white: from each corner of the mouth is a black line, continued backwards: under each eye is a ſmall ſpot of lively red: the upper parts of the body are brown; the under parts dirty-white vent red: on the lower part of the neck and breaſt a kind of a brown band: quills brown: the tail is much cuneiform in ſhape; in colour brown, but the four outer feathers on each ſide have white tips: legs and claws black.

" This is a *Chineſe* bird, and called in thoſe parts by the name of *Kowkaicon*."

I had a pair of theſe birds, which I bought in *Canton*, and kept alive till I got off the *Cape of Good Hope*. They would eat rice, but were fondeſt of Cockroaches, with which I principally fed them. I believe their death was owing to neglect, occaſioned by the bad weather we experienced at that time.

BRITISH MUSEUM

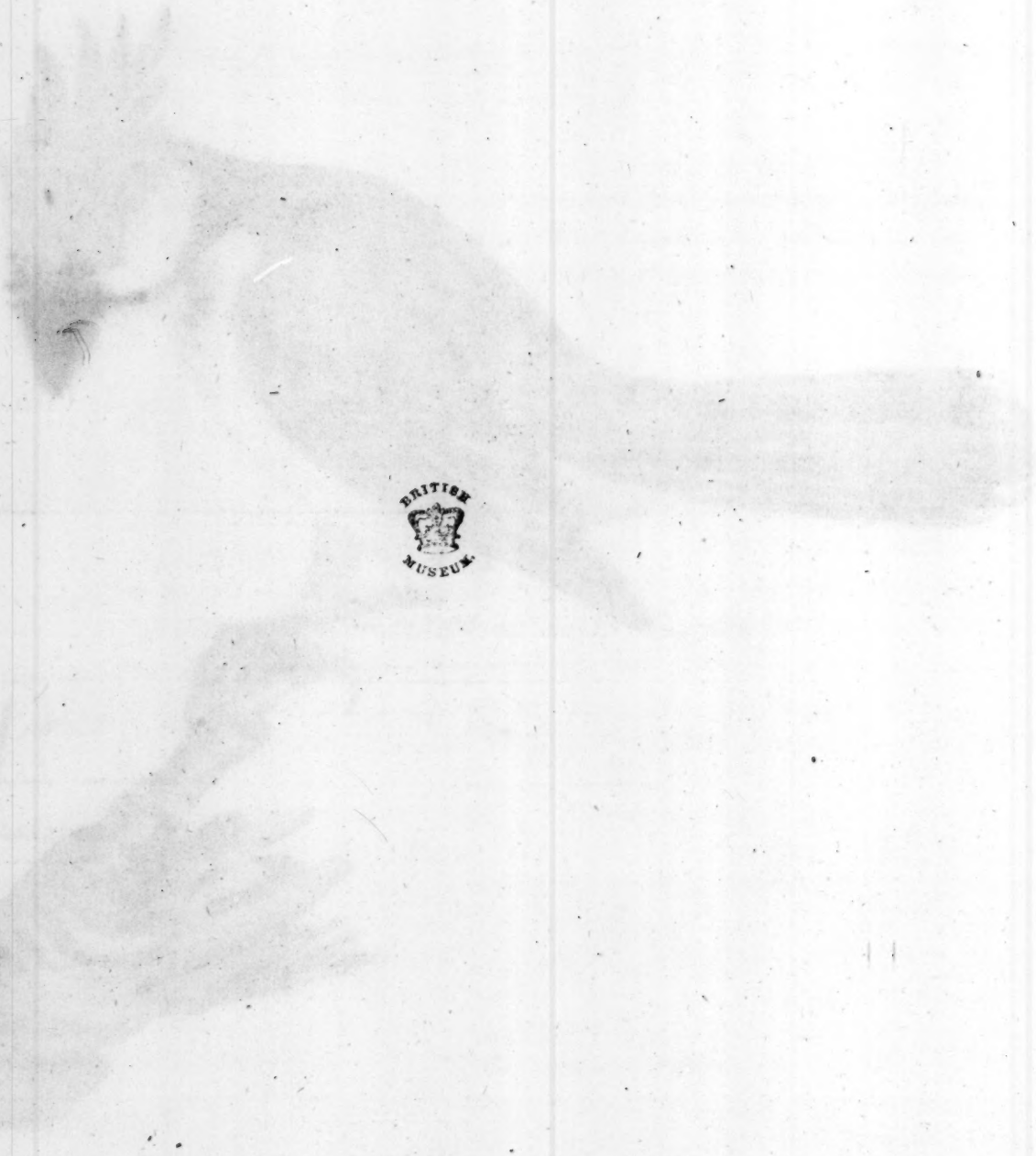


Lanius Jocosus. *Lin. Syst. Nat. P. 138. N.° 1.*

Jocose Shrike, *from* China. *Latham's Synopsis. P. 176.*

W. Lewin delin. *P. Mazell sculp.*

Published as the Act directs by Capt. Dixon. Dec. 15.th 1788.


BRITISH MUSEUM

APPENDIX. No. II.

BRITISH MUSEUM

TABLES of the ROUTE of the KING GEORGE and QUEEN CHARLOTTE, the Variation of the Compaſs, and Meteorological Obſervations during the Voyage.

N. B. In theſe Tables, the Situation of the Ships at Noon is ſet down, and the Variation, as obſerved ſome Time the ſame Day.

TABLE I.

From St. Jago to Falkland's Iſlands.

Time.	Latitude North.	Longitude Weſt.	Variations Weſt.	Therm.	Winds, Weather, and Remarks.
1785.	° ′	° ′	° ′	° ′	
Oct. 29 Noon.	14 48			81½	North Eaſt. Moderate wind, and cloudy weather.
30	13 20	23 06	9 20	80¼	E. b. S. Moderate and clear.
31	11 34	22 40		80	From E. to E. b. N. Ditto.
Nov. 1	10 06	22 15	10 16	81	Eaſt. Pleaſant weather; at night, lightning.
2	8 46	22 14		83	E. S. E. Moderate and cloudy, with ditto.
3	8 00	22 05		82	Variable and ſqually.
4	7 42	21 52		83	Ditto, with thunder, lightning, and rain.
5	7 38	22 02		84	Variable and ſqually, with rain.
6	7 14	22 00	11 02	82	Ditto, with thunder, lightning, and rain.

TABLE I. Continued.

Route of the King George and Queen Charlotte from St. Jago to Falkland's Islands.

Time.	Latitude North.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1785.	° ′	° ′	° ′	° ′	
Nov. 7, Noon.	6 21	21 45		80	East. Squally, with thunder, lightning, and rain.
8	5 29	22 20		81	E. S. E. Fresh breezes, and cloudy.
9	5 28	21 40	9 30	81	Variable. Squally, with rain.
10	5 24	21 30		82	Ditto. Cloudy, with rain.
11	4 39	21 26		81	Variable. Squally, with lightning and rain.
12	3 36	22 11		80	Ditto. Fresh breezes, and cloudy.
13	2 24	23 00		82	S. E. Ditto, and clear. Saw some wild ducks.
14	1 22	22 30	9 26	80	S. E. A fresh breeze, and cloudy.
15	0 32 South.	25 29		80	S. E. b. S. Ditto weather.
16	0 22	26 14		80¼	S. E. b. S. Moderate and cloudy,
17	1 27	27 02	5 58	78½	S. E. A fresh breeze, and cloudy.
18	3 09	28 03		78	Ditto. Moderate and cloudy.
19	4 45	29 22		78½	S. E. Fresh breezes, and cloudy.
20	6 30	30 10		75	S. E. b. E. Ditto weather.
21	7 57	30 45		79	E. S. E. Fresh breezes. Saw a sail to the eastward.
22	9 42	31 00		78	E. b. S. Ditto weather.
23	11 28	31 25	2 58	80	East. Moderate and cloudy.
24	13 08	32 05		79	E. S. E. Fresh breezes, and clear.
25	14 45	32 30		80	Ditto. Ditto weather.
26	16 39	33 00		81	E. N. E. Fresh breezes and clear.
27	18 32	33 32		79	Ditto. Ditto, and cloudy.
28	20 01	34 25		81	Variable. A fresh gale, under double-reefed topsails.
29	21 18	34 50		80	Variable. A fresh breeze, and clear.
30	21 55	35 23		79	Ditto. Light breezes, and cloudy.
Dec. 1	22 31	35 47	East.	80	Variable. Light winds, and clear.
2	23 12	36 20	3 38	79	N. N. E. Light airs, and fine weather.

TABLE I. Continued.

Route of the King George and Queen Charlotte from St. Jago to Falkland's Iſlands.

Time.	Latitude South.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1785.	° ′	° ′	° ′	° ′	
Dec. 3, Noon.	24 46	37 26		75	Variable. Freſh breezes, and cloudy,
4	25 18	38 21		76	Ditto. Ditto, and hazy.
5	25 26	38 40	5 25	72	S. S. E. Light winds, and cloudy.
6	26 16	39 02		75	S. E. Moderate and pleaſant weather.
7	27 46	40 27		73½	Ditto. Ditto, and cloudy.
8	29 39	42 35	6 15	71½	E. S. E. Freſh breezes, and cloudy. A ſwell from E. S. E.
9	31 33	44 11		71	Ditto. Freſh breezes, and clear.
10	32 56	45 14		72	Variable. Ditto weather.
11	33 16	44 36		70	Ditto. A ſtrong gale.
12	34 36	45 09	11 16	67	Variable. Moderate and clear. A head ſea from the S. S. W.
13	36 09	46 21		75	N. W. Strong breezes, and clear.
14	36 36	47 00		70	W. N. W. Light winds, and cloudy.
15	37 43	48 07		72	N. E. Ditto winds, and clear.
16	38 35	48 49	14 01	71	N. N. E. Moderate and hazy. A great number of whales round the ſhip.
17	39 53	50 03		71½	Variable. Freſh breezes, and thick weather.
18	40 26	51 20		74	Ditto. Ditto, and a heavy ſea from the S. E.
19	41 01	52 07		63	Moderate and clear. Saw ſea birds.
20	42 30	53 16		66	W. N. W. Freſh breezes, and clear.
21	44 00	54 17		63	Variable. A heavy gale, and high ſea.
22	45 28	53 36		57	S. W. to Weſt. A ſtrong gale, and cloudy. Some whales in ſight.
23	46 24	53 36	15 35	57	Variable. A heavy gale, and croſs ſea. Saw a ſeal.
24	47 02	53 42		48½	S. W. to Weſt. A ſtrong gale, and hazy, with ſmall rain.
25	48 14	53 40		51	Variable. A freſh gale, and cloudy.

TABLE I. Continued.

Route of the King George and Queen Charlotte from St. Jago to Falkland's Iſlands.

Time.	Latitude South.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1785.	° ′	° ′	° ′	° ′	
Dec. 26 Noon.	49 10	52 55		49½	W. S. W. A freſh breeze, with rain at times.
27	48 35	53 26	19 26	47	Variable. A freſh gale, and cloudy. Some whales in ſight.
28	48 37	54 42		47	Weſt to South. Thick ſqually weather.
29	49 18	55 52		50	Variable. Freſh breezes, and cloudy. A heavy head ſea.
30	50 31	55 55		49½	Ditto. Squally cloudy weather.
31	50 04	56 50		45	Variable. Heavy ſqualls, with hail.
1786. Jan. 1	50 34	57 10		48	Ditto. Freſh breezes, and thick hazy weather. Great numbers of ſeals and penguins round the ſhip.
2	50 40	58 00		50	At three A. M. ſaw the land S. E. b. S. to S. b. W. Freſh breezes, and hazy, wind variable.
3	51 02	58 49		52	Variable. Light winds, and cloudy, with rain.
4	51 10	59 40		52	Ditto. Freſh breezes, and cloudy.
5	51 12	59 54			At eleven o'clock this day came to anchor in Port Egmont.
					N. B. The mean of the Thermometer, when among theſe iſlands, 54 degrees.

TABLE II.

Route of the King George and Queen Charlotte from Falkland's Iſlands to the Sandwich Iſlands.

Time.	Latitude South.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1786.	° ′	° ′	° ′	° ′	
Jan. 23, Noon.	51 35	60 54		54	South. Light winds, and fine weather. New Iſland in ſight, S. E. Diſtant three leagues.
24	52 03	62 49		53	N. W. Freſh breezes and cloudy. No land in ſight.
25	52 40	63 39	25 00	50	Ditto. Light breezes, and foggy.
26	53 39	64 29		51	W. S. W. Freſh breezes, and cloudy. Seals and penguins round the ſhip.
27	54 51	63 40		50	Variable. Strong gales, and ſqually, with lightning to the S. W. Staten's Land, W. S. W. Diſtant ſix or eight miles.
28	55 28	63 19		47	S. S. W. Strong gales, and ſqually. A heavy ſea.
29	56 00	62 39		43	Variable. Ditto, ditto.
30	56 48	62 19		43	Weſt. Freſh gales, and hazy.
31	57 52	62 20		44	S. W. to N. W. Moderate and hazy. A heavy ſea.
Feb. 1	58 7	63 40		43	W. N. W. to S. S. E. A freſh breeze, and hazy.
2	58 09	64 55	25 36	43	Variable. A freſh breeze, and cloudy.
3	59 24	66 13		45	Ditto. Freſh gales, and ſqually, with rain.
4	60 14	67 30		43	N. N. W. to S. W. b. W. Strong gales, and a heavy ſea from the weſtward.
5	59 21	67 18		42	Variable. Freſh gales, and cloudy.
6	60 05	69 35	26 10	44	W. b. N. Freſh breezes, and fine weather.
7	60 15	71 30		45	Variable. Ditto, with rain. A heavy ſwell from the S. W.
8	59 44	71 50		45½	Ditto. Freſh breezes, and ſqually, with rain.

TABLE II. Continued.

Route of the King George and Queen Charlotte from Falkland's Iſlands to the Sandwich Iſlands.

Time.	Latitude South.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1786.	° ′	° ′	° ′	° ′	
Feb. 9 Noon.	59 09	73 13	27 14	44	Variable. Freſh breezes. A heavy ſwell from S. W.
10	58 02	73 44	28 35	40	South to W. S. W. Strong breezes, and ſnow.
11	56 32	75 09		42	S. W. Strong gales, with hail.
12	56 37	75 37		43	S. S. W. to W. N. W. Freſh breezes, and cloudy.
13	56 46	77 52		41	N. W. Freſh breezes, and ſqually, with rain.
14	55 44	79 47		44½	S. W. Moderate and cloudy.
15	56 19	80 51		46	W. N. W. Ditto, ditto, ſaw ſome ſeals.
16	56 11	81 10		45	W. b. S. Light winds, and cloudy.
17	55 56	82 19		45	W. to S. W. b. S. Ditto, ditto.
18	55 31	82 30	26 20	44½	W. to W. b. N. Squally, with rain.
19	55 28	82 49		46	Weſt. Freſh breezes, and cloudy, with rain.
20	55 26	83 18		46	Variable. Strong gales, and ſqually.
21	55 40	81 54		45	Weſt. Ditto, ditto.
22	54 05	81 40		44½	Ditto. Freſh breezes, and clear.
23	53 15	81 52		45	Ditto. Ditto, ditto.
24	53 12	82 12		46	W. N. W. Freſh gales, and hazy.
25	53 17	83 34		47	N. W. Strong gales, and hazy.
26	52 49	84 50		47	Weſt. Heavy gales, and ſqually.
27	52 14	82 43		47½	N. W. Strong gales, and cloudy.
28	52 14	84 34		48	Ditto. Freſh breezes, and clear.
March 1	51 56	84 42		47	N. N. W. Squally, and cloudy.
2	50 16	83 41	17 02	46	W. N. W. Ditto, with hail.
3	48 31	82 39		48	Weſt. Squally, with rain.
4	46 52	82 43		50	W. N. W. Freſh gales, and hazy, with rain.
5	45 36	80 54		51	Weſt. Freſh and clear.

TABLE II. Continued.

Route of the King George and Queen Charlotte from Falkland's Iſlands to the Sandwich Iſlands.

Time.	Latitude South.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1786.	° ′	° ′	° ′	° ′	
March 6 Noon.	45 09	81 31		52	W. S. W. Light breezes, and hazy.
7	44 13	81 40		53	Ditto. Ditto, ditto.
8	44 44	81 43		55½	W. N. W. Freſh breezes, and cloudy. A ſwell from the N. W.
9	44 17	82 56		56	W. S. W. Hard ſqualls.
10	43 24	82 37		53	W. N. W. Freſh breezes, and cloudy.
11	43 10	83 04		57	W. S. W. Moderate and cloudy, with lightning.
12	42 26	83 15		56½	Variable. Hazy, with rain.
13	43 07	84 51		58	N. N. W. Ditto, ditto.
14	42 46	84 43	13 50	57	Variable. Foggy, with rain.
15	42 04	85 16		58	Ditto. A freſh gale, and hazy.
16	40 35	86 07		51½	S. S. W. Ditto, ditto. A ſwell from the S. W.
17	39 36	87 15		57	Weſt. Freſh breezes, and cloudy.
18	37 58	88 30		60	Variable. Ditto, ditto. A heavy ſwell from the S. W.
19	36 51	88 44		59½	S. S. W. to S. S. E. Light breezes, and cloudy.
20	36 34	89 00		61	S. S. W. Ditto, ditto, and fine weather.
21	36 12	89 01		62	W. S. W. Light winds, and cloudy.
22	35 10	89 35		62½	W. b. S. Moderate, ditto, ditto.
23	34 08	90 52	9 17	64½	S. b. W. Ditto, ditto.
24	33 25	91 30		65	S. S. W. to S. S. E. Moderate and cloudy, with rain.
25	32 27	92 40		67	Eaſt. Light winds, and cloudy. Saw a ſail to the N. W. but did not ſpeak her.
26	31 48	94 10		70	E. S. E. Moderate and clear.
27	30 46	95 35		73	S. E. to Eaſt. A fine breeze, and clear.
28	29 21	97 35		72	Eaſt. Freſh breezes, and cloudy.

TABLE II. Continued.

Route of the King George and Queen Charlotte from Falkland's Iſlands to the Sandwich Iſlands.

Time.	Latitude South.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1786.	° ′	° ′	° ′	°	
Mar. 29 Noon.	28 02	98 33	6 30	71½	E. N. E. Freſh breezes, and clear.
30	26 39	100 02		72	Eaſt. Freſh breezes, and cloudy.
31	25 08	100 51	5 00	71½	Ditto. Pleaſant weather.
April 1	23 28	102 08		73	E. b. S. Freſh breezes, and cloudy.
2	21 46	103 34		73	E. N. E. Ditto, ditto, rain.
3	20 27	104 48		72½	Ditto. Pleaſant weather.
4	19 19	105 00		74	N. E. Ditto, ditto.
5	18 07	106 31		73	E. b. N. Freſh breezes, and clear.
6	17 32	107 09	3 44	73	N. N. E. Ditto, and cloudy.
7	17 21	107 23		75	Ditto. Light winds, and clear.
8	16 47	108 00		73	N. E. Ditto. Saw dolphins and birds.
9	15 59	108 43		75	Ditto. Light winds, and cloudy. A ſwell from the S. W.
10	15 03	109 30		75	N. E. Light winds, and clear.
11	13 53	110 00		74	Variable. Ditto. Saw birds and ſharks.
12	12 14	111 11		76	E. S. E. Freſh breezes, and clear.
13	10 22	112 09		77	E. b. N. Ditto, ditto.
14	8 44	112 54	4 27	78½	S. E. Freſh breezes, and cloudy.
15	7 05	113 40		79	Variable. Ditto, and clear.
16	5 17	114 45		79½	E. N. E. Freſh breezes. Saw fiſh and birds.
17	3 09	115 38		80	Eaſt. Ditto. Saw ſeveral turtle.
18	1 27	116 10		81	S. E. Squally, with rain.
19	00 05 North.	116 00		79½	Variable. Cloudy. Saw ſome turtle.
20	1 19	116 24		78	Ditto. Light winds, and cloudy. Saw ſeveral ſharks round the ſhip.
21	2 35	116 30	5 00	79	S. S. E. Light winds and clear.
22	3 37	116 40		81½	Ditto. Ditto, and cloudy. Great quantities of birds round the ſhip.
23	4 34	117 23		78	Variable. Squally, with rain.

TABLE II. Continued.

Route of the King George and Queen Charlotte from Falkland's Iſlands to the Sandwich Iſlands.

Time.	Latitude North.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1786.	° ′	° ′	° ′	° ′	
April 24 Noon.	5 33	117 50		78½	Variable. Freſh breezes, and hazy.
25	6 08	118 22		79	S. W. to Weſt. Light wind, and rain.
26	6 30	117 40		78½	Weſt to N. W. Ditto, and cloudy.
27	7 00	117 30		80	W. S. W. Light winds, with lightning and rain.
28	7 20	118 19	5 15	81½	Variable. Ditto, with lightning.
29	7 43	119 09		80½	N. E. Moderate breezes, and cloudy.
30	8 20	120 20		81	N. N. E. Squally, with rain. Saw dolphins and birds round the ſhip.
May 1	8 53	121 40		79	N. E. A fine breeze, and clear.
2	9 44	122 42		80	N. N. E. Ditto weather. Saw ſeveral turtle.
3	10 45	124 08		79	N. E. b. N. Freſh breezes, and cloudy.
4	12 12	125 32		77	Ditto. Ditto weather.
5	13 14	126 53		77½	N. E. b. N. Moderate, and clear.
6	14 25	127 47		81	Ditto. Squally, with rain.
7	15 50	128 45		72	N. E. Ditto, and cloudy. Saw ſome turtle.
8	17 04	129 57	5 50	71½	Ditto. Freſh breezes, and ſqually.
9	18 15	130 44		72	N. E. b. E. Freſh weather.
10	19 30	131 40		70	N. E. b. N. A freſh gale, and rain.
11	19 55	133 08		71½	N. E. Freſh breezes and cloudy.
12	20 03	134 37	6 17	70	Ditto. Ditto, and clear.
13	20 09	136 17		71	Eaſt. A fine breeze and cloudy. As yet we ſaw nothing of Los, Majos, or any other of the iſlands as laid down in this latitude and longitude by the Spaniards.
14	20 09	138 04		71	Eaſt. Freſh breezes, and cloudy.
15	20 08	140 01		71½	Ditto. Squally, with rain.
16	19 59	142 10		72	E. b. N. Ditto, ditto.

TABLE II. Continued.

Route of the King George and Queen Charlotte from Falkland's Iſlands to the Sandwich Iſlands.

Time.	Latitude South.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1786.	° ′	° ′	° ′	° ′	
May 17 Noon.	20 02	144 02		73	E. N. E. A fine breeze, and clear.
18	19 57	145 52		74½	E. b. N. Moderate, and cloudy.
19	19 57	146 44		75½	Ditto. Light breezes, and clear.
20	20 05	148 02		74	Eaſt. Moderate, and ditto.
21	19 44	149 30		75	E. N. E. Light breezes, with rain.
22	19 18	151 40		74	Ditto. Moderate, and cloudy.
23	19 10	153 15		75	E. N. E. Freſh breezes, with rain.
24	19 26	154 16		76½	E. b. N. Ditto, and hazy. At noon the N. E. point of Owhyhee, bearing N. ½ W. three, or four leagues.
25	18 56			74	E. N. E. Moderate, and cloudy. South point of Owhyhee E. b. S. nine miles.
26				75	Variable, and light. Cloſe in ſhore.
27				77	W. S. W. Light breezes, and cloudy. At one P. M. came to anchor in Karakakooa Bay, Owhyhee.

TABLE III.

Route of the King George and Queen Charlotte whilst at the Sandwich Islands.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1786.	° ′	° ′	° ′	° ′	
May 29, Noon.		156 06		80	Variable. Light breezes, and cloudy. Karakakooa Bay N. E. b. E.
30	20 45	156 41	8 00	78	From S. W. to N. E. Light winds. The bluff head on Ranai N. b. W. distant three miles.
31	21 14			78½	Variable. Light breezes, and cloudy. The S. E. part of Woahoo W. S. W.
June 1	21 16	157 45		79½	E. N. E. Fresh breezes, and clear. At anchor in Woahoo.
5	21 15			78	East. Ditto, ditto. South point of Woahoo East six leagues.
6	21 33			77	Ditto. Fresh breezes, and cloudy. South end of Woahoo W. N. W. nine or ten leagues.
7	21 45			79	E. N. E. Light winds, and cloudy. South point of Oneehow E. b. N. ½ North.
8	21 57	160 15		78	E. S. E. Fresh breezes, and clear. At anchor in Yam Bay, Oneehow.

TABLE IV.

Route of the King George and Queen Charlotte from Sandwich Islands to Cook's River.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1786.	° ′	° ′	° ′	° ′	
June 14, Noon.	23 10	160 45	10 09	78	E. N. E. Light breezes, and cloudy. The high land on the South part of Oneehow bore S. E.
15	24 29	160 02		77	E. N. E. Freſh breezes, and cloudy.
16	25 27	160 57		76½	Ditto. Moderate breezes, and clear.
17	26 32	161 22		77	Ditto. Ditto, with rain.
18	27 49	161 07		76½	E. b. N. Moderate breezes, and cloudy.
19	28 53	161 00		76	Eaſt. Ditto, ditto, with rain.
20	30 06	160 41	15 10	79	E. b. N. Moderate breezes, and clear.
21	31 04	160 10		76	Variable. Ditto, ditto weather.
22	32 02	159 41		77	S. S. E. Moderate breezes, with rain.
23	33 34	158 50		78	S. S. W. Freſh breezes, and ſqually. A heavy ſwell from the Weſtward.
24	34 21	158 35		72½	Variable. Squally, with rain.
25	35 56	157 32		69	Weſt. Strong gales and ſqually, with rain.
26	36 57	156 30		63	W. N. W. Ditto, ditto. A heavy ſwell from W. N. W.
27	38 14	155 34		62½	Weſt. Freſh breezes, and hazy.
28	38 49	154 13		57	N. W. Ditto, ditto. A heavy N. W. ſwell.
29	39 31	153 05		57½	Ditto. Freſh breezes, and ditto.
30	40 37	153 37		57	W. N. W. A freſh gale, and thick weather.
July 1	41 31	152 06	17 20	56½	Ditto. Ditto.
2	42 48	152 06		59	S. W. Freſh breezes, and foggy. Saw a ſeal, and a log of wood.
3	44 01	152 04		56	South to W. b. S. A freſh gale, with rain.
4	45 02	150 10		50	N. W. Freſh gales, and hazy.
5	45 27	149 22		49	Ditto. Ditto, and foggy.
6	45 59	148 06		47½	N. W. Squally, with rain.

TABLE IV. Continued.

Route of the King George and Queen Charlotte from Sandwich Islands to Cook's River.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1786.	° ′	° ′	° ′	°	
July 7, Noon.	46 14	147 27		50	N. W. to S. b. W. Light winds, and hazy.
8	47 31	147 53		54	Variable. Freſh gales, and hazy.
9	49 38	148 55		48½	Ditto. Ditto, and foggy.
10	51 24	149 35	19 30	47	S. W. to S. E. Freſh breezes, and hazy. Paſſed a log of wood.
11	53 11	149 35		46	S. S. W. A freſh gale, and foggy. Paſſed ſeveral pieces of wood, and ſome rock-weed.
12	54 21	148 26		46½	W. N. W. Strong breezes. Saw ſeveral flocks of birds.
13	54 55	148 34		47	N. W. to Weſt. Ditto. Paſſed a log of wood.
14	55 52	148 00		45	W. S. W. A light breeze, and thick fog.
15	57 04	149 22		47½	S. W. Moderate, and foggy.
16	58 34	151 04		48	Ditto. Freſh breezes, and foggy. At ſeven o'clock ſaw the land, bearing N. W. b. W. ſeven or eight leagues diſtant.
17	58 45	152 06		47	Variable. Freſh breezes, and foggy.
18	58 39	152 10		48	Ditto. Freſh breezes and hazy, with rain. The barren iſlands N. W.
19				47	Variable. Freſh breezes, with rain. At anchor off Coal Harbour in Cook's River.

N. B. Mean of the Thermometer in Cook's River 58½ deg.

TABLE V.

Route of the King George and Queen Charlotte from Cook's River along the Coaſt, and from thence to the Sandwich Iſlands.

Time	Latitude North.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1786.	° ′	° ′	° ′	° ′	
Aug. 13 Noon.	58 59			57	Variable. Light airs. The Sugar Loaf on one of the barren iſlands bearing S. W. diſtant three leagues. Cape Elizabeth W. ¾ N. ſeven or eight miles.
14	59 06	150 11		54	W. S. W. to W. b. N. Moderate breezes, and thick weather.
15	59 23	149 59	24 30	58	Variable. Thick, hazy weather.
16	59 27	149 19		57½	N. W. b. N. to W. S. W. Light winds, and hazy. Sounded in 52 fathoms. Small ſtones and ſhells.
17	59 48	148 30		54	Variable. Light winds. Saw the land N. b. E. ½ E. diſtant three or four miles.
18	59 42	148 24		53½	S. S. W. Light winds, and hazy. At anchor off the S. W. end of Montague Iſle in 43 fathoms.
19	59 12			59	Variable. Light winds. At half paſt ſix weighed and made ſail, the land N. E. b. N. diſtant ſeven or eight miles.
20	59 00			57½	Eaſt to N. E. Squally, with rain.
21	59 10	148 24		55	N. E. Freſh breezes, and thick rainy weather.
22	59 15	148 00		53½	Ditto. Ditto, ſqually, and a heavy ſea.
23	58 57	148 00		53	Ditto. Strong gales and cloudy, with rain.
24	59 47	148 20		52	Eaſt. Moderate. Saw Montague Iſland N. W. ½ W. five or ſix leagues.
25	59 12	147 31		53	Variable. Light breezes, and foggy.
26	58 26	146 39		54½	E. N. E. Light winds, and cloudy.
27	59 00	145 43	28 10	57½	Variable. Moderate, and cloudy.

TABLE V. Continued.

Route of the King George and Queen Charlotte from Cook's River along the Coaſt, and from thence to the Sandwich Iſlands.

Time.	Latitude South.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1786.	° ′	° ′	° ′	° ′	
Aug. 28, Noon.	59 09	145 17		58	N. E. Freſh breezes, and ſqually. Saw the land bearing W. ½ N. diſtant 11 or 12 miles.
29	58 13	145 47		55	E. N. E. Freſh breezes, and hazy. A heavy head ſea.
30	58 28	144 42		54	Variable. Freſh breezes, with rain.
31	58 27	143 49		53½	Ditto. Light winds, and cloudy.
Sept. 1	58 54	142 10		54	S. E. Freſh breezes, and cloudy.
2	58 49	140 44		53	Variable. Freſh breezes and ſqually, with rain.
3	58 23	139 08		53½	North to S. W. b. S. Ditto, ditto. A heavy ſwell from the Eaſtward.
4	58 32	139 03		53½	Variable. Moderate, and cloudy.
5	58 15	138 44		54	Ditto. ditto, with rain.
6	58 26	138 36		53½	E. b. S. Light winds, and rain.
7	58 05	137 48	24 00	53	Variable. Freſh gales, and ſqually.
8	57 35	137 12		53	Ditto. Ditto, ditto.
9	57 53	138 00		54	S. b. W. Freſh breezes, and hazy. Saw the land, bearing N. N. E.
10	57 42	137 42		54	Variable. Strong gales, and ſqually.
11	56 46	137 07		52½	Ditto. Heavy gales, and thick weather.
12	56 50	136 39		53½	E. N. E. A freſh gale. Saw the land N. E. b. E.
13	56 50	136 41		52	South. Strong gales, and rain.
14	57 06	136 09		52½	Ditto. Freſh breezes, and cloudy. Cape Edgecombe N. 60 deg. E. diſtant 11 or 12 miles.
15	57 13	136 23		58	Variable. A heavy gale, and hazy.
16	56 50	136 10		51	Ditto. Freſh breezes, and hazy.
17	55 15	136 14		50½	W. S. W. Ditto, ditto, and cloudy.
18	53 46	133 53		51	N. W. Freſh breezes, and clear. Saw the land.

TABLE V. Continued.

Route of the King George and Queen Charlotte from Cook's River along the Coaſt, and from thence to the Sandwich Iſlands.

Time.	Latitude North.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1786.	° ′	° ′	° ′	° ′	
Sept. 19, Noon.	51 56	133 17	24 18	55	N. W. Freſh breezes, and hazy.
20	51 6	131 25		59	Ditto. Freſh breezes and cloudy.
21	50 45	129 50		57½	N. W. Light winds, and clear. Saw two Iſlands, bearing N. 53 deg. E.
22	50 03	128 30		56	N. N. W. Moderate breezes, and cloudy. The land in ſight.
23	49 51	127 52		56	N. W. Freſh breezes, and hazy. Woody Point N. 69 deg. W.
24	49 28			57	Variable. Squally, with rain. King George's Sound bearing N. E. three or four leagues.
25	49 34			53	Variable. Light airs, and cloudy. North point of the Sound North, 63 deg. Eaſt, diſtant nine or ten miles.
26	49 29			61½	Variable. Heavy gales, with thunder, lightning, and rain. Saw the land from N. W. to Eaſt.
27	49 20			53	Variable. Squally, with heavy ſhowers of hail and rain. Extremes of the land from W. N. W. to E. b. S. A heavy ſwell from S. S. W.
28				57	Variable. Squally, with rain and hail. The point of the Sound North, 65 Eaſt, diſtant ſeven or eight miles.
29	49 15	127 35	20 00	62	W. N. W. Freſh breezes, and fine weather. The entrance of the Sound N. 40 deg. E. 11 leagues.
30	47 53	128 30		53½	South. Light airs. A heavy ſwell from N. W.
Oct. 1	47 53	129 44		57½	S. W. Freſh breezes, and hazy. A heavy head ſea.

TABLE V. Continued.

Route of the King George and Queen Charlotte from Cook's River along the Coaſt, and from thence to the Sandwich Iſlands.

Time.	Latitude North.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1786.	° ′	° ′	° ′	° ′	
Oct. 2, Noon.	46 50	130 10		56½	S. S. W. Moderate breezes, and clear.
3	45 41	130 02		59	S. W. Freſh breezes, and cloudy.
4	44 56	130 46		61	N. W. Moderate breezes, with rain and fog.
5	44 06	131 04	19 27	59	North to S. S. W. Light winds, and cloudy. A heavy ſwell from the Weſtward.
6	43 07	130 52		57	South. Freſh breezes, with rain.
7	43 08	131 59		56½	Variable. Strong breezes, and foggy.
8	42 34	131 22		56	S. W. b. S. Squally, with lightning & rain.
9	41 58	131 06		59	S. S. W. Ditto, with rain. A heavy ſwell from the Weſtward.
10	40 33	131 14		59½	Ditto. Freſh gales, and ſqually.
11	39 26	131 22		60½	Variable. Freſh breezes, and cloudy.
12	38 43	131 00		64	S. S. W. A freſh gale, with rain.
13	37 02	134 47		63	W. N. W. Ditto, ditto. A ſwell from W. S. W.
14	36 32	133 52		62½	W. N. W. Freſh breezes. Several ſharks round the ſhip.
15	35 57	133 20		67	S. S. E. Light winds.
16	36 04	133 45		67½	South. Moderate breezes, and cloudy.
17	35 54	135 14		69	Variable. Light winds, and rain.
18	34 40	136 06		68	North. Moderate and hazy, with rain.
19	34 28	136 51		67	Variable. Freſh breezes, and clear.
20	34 23	138 25		68	S. b. E. Ditto, ditto, and cloudy.
21	34 13	141 00		71	South. Freſh breezes, and ſqually.
22	34 00	141 06		72	Ditto. Ditto, ditto.
23	33 42	142 12		71½	S. S. E. Freſh breezes and cloudy, with rain.
24	33 21	143 02		71	S. E. Moderate and hazy.
25	33 00	143 36		71	S. S. E. A fine breeze, and cloudy, with rain.
26	32 39	143 50		71	Ditto. Ditto, ditto.

TABLE V. Continued.

Route of the King George and Queen Charlotte from Cook's River along the Coaſt, and from thence to the Sandwich Iſlands.

Time.	Latitude North.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1786.	° ′	° ′	° ′	° ′	
Oct. 27, Noon.	32 27	145 27	11 46	71½	S. S. E. Freſh breezes, and fine weather.
28	32 03	144 58		74	S. E. Moderate and cloudy.
29	31 05	146 04		72	E. S. E. A fine breeze, and cloudy.
30	29 48	146 06		72½	S. E. Freſh breezes, with lightning.
31	29 05	147 59	9 27	71	Ditto. Ditto, and ſqually.
Nov. 1	28 17	148 42		73	Eaſt. Moderate and cloudy, with rain.
2	27 18	149 03		72	E. b. S. Freſh breezes, and cloudy.
3	26 06	149 28		73½	Eaſt. Ditto, ditto.
4	24 56	150 00		73	E. b. N. Freſh breezes, and pleaſant weather.
5	24 32	150 27		73	E. S. E. Light winds, and cloudy.
6	24 03	150 35		71½	Variable. Freſh breezes, and rain.
7	23 15	151 18		70½	S. E. Moderate and cloudy.
8	23 01	151 13		72	South. Light airs, and rain.
9	22 54	151 24		76	Variable. Strong gales, and ſqually. Caught ſome dolphins.
10	22 35	151 00		76½	Ditto. Heavy ſqualls, with lightning, and rain.
11	22 05	151 10		75	Variable. Freſh gales, and ſqually, with rain.
12	21 30	152 04		77	Ditto. Moderate breezes. A ſwell from the S. E.
13	20 36	151 50		75	N. N. E. Ditto, ditto, with fine weather.
14	20 06	152 39		75½	Eaſt. Moderate breezes. Caught a large ſhark.
15	20 07	153 20		79	E. N. E. Light winds, and clear. At five in the afternoon, ſaw land W. S. W. 12 or 13 leagues.
16		155 11		80	E. S. E. Moderate. Cloſe in ſhore.

TABLE V. Continued.

Route of the King George and Queen Charlotte from Cook's River along the Coaſt, and from thence to the Sandwich Iſlands.

Time.	Latitude North.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1786.	° ′	° ′	° ′	° ′	
Nov. 17, Noon.	20 14			91	Variable. Light airs. Off ſhore three miles.
18	20 08			80	S. E. to S. W. Light airs. Mowee bore North.
19				84	Variable. Strong gales, and cloudy. The S.W. end of Owhyhee, S. b. W. Lightning, thunder, and rain.
20	20 52			75	From W. S. W. to N. W. Freſh breezes, and ſqually. Lightning all round.
21	21 10			80	W. S. W. Strong breezes, and ſqually. The extremes of Mowee from S. 15 deg. E. to S. 60 deg. W.
22	21 12			74	Variable. Squally rainy weather. Weſt End of Mowee S. 65 deg. W.
23	21 30			78	E. N. E. Light winds, and cloudy. South end of Morotoi S. 8 deg. E. 5 or 6 leagues.
24	21 33			79	S. S. W. Freſh breezes, and cloudy. The Eaſt end of Mowee S. 25 deg. E.
25	21 28			78½	Variable. Light winds, and clear. Eaſt end of Mowee S. E. 5 leagues.
26	21 25			79	S. S. W. Moderate and hazy. The Eaſt end of Mowee S. 20 deg. E. 8 or 10 leagues.
27	21 32			78½	S. W. Squally, with lightning and rain. The S. E. end of Morotoi S. 24 deg. W.
28	21 21			77	Variable. Moderate breezes, and fine weather. The bluff head on Morotoi S. W. by. W. 13 or 14 miles.

TABLE V. Continued.

Route of the King George and Queen Charlotte from Cook's River along the Coaſt, and from thence to the Sandwich Iſlands.

Time.	Latitude North.	Longitude Weſt.	Variat ons Eaſt.	Therm.	Winds, Weather, and Remarks.
1786.	° ′	° ′	° ′	° ′	
Nov. 29 Noon.	21 26			79	Eaſt. Light winds, and cloudy. The Eaſt end of Wahoo W. S. W. 9 or 10 leagues.
30	21 20			79½	Variable. The Weſt end of Morotoi S. 45 deg. E. At five this afternoon came to anchor at Wahoo.
					N.B. From this to the 15th of March, 1787, the mean of the Thermometer, 75 deg.

TABLE VI.

Route of the King George and Queen Charlotte from Sandwich Iſlands to Prince William's Sound.

Time.	Latitude North.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	° ′	
Mar. 15 Noon.	21 29	159 00		80½	E. S. E. Moderate breezes, and pleaſant weather. Extremes of Atoui from N. to N. 35 deg. W.
16	22 40	158 26		77	S.S.E. Freſh breezes, and fine weather.
17	24 25	158 11		77½	South to W. N. W. Freſh gales and cloudy, with rain.
18	26 06	158 18		75	Variable. Heavy gales and ſqually, with rain.
19	27 24	158 17		70	S. S. W. Freſh breezes, and ſqually.
20	28 46	158 22		69	S. W. Moderate and cloudy, with rain.
21	28 59	158 53		71½	N. N. E. Light winds, and cloudy.
22	29 10	158 27		68½	N. b. W. Ditto, ditto.
23	29 26	159 38		67	N.E. Light winds, and pleaſant weather.
24	31 17	159 20		61½	E. N. E. Strong gales and ſqually, with fogs.
25	33 17	160 17		65	South. Ditto, ditto.
26	34 59	159 30		63	S. b. W. Freſh breezes, and thick hazy weather.
27	36 02	159 01		59	S. S. W. Ditto, ditto.
28	37 18	158 48		64	Ditto. Freſh breezes, and fine weather.
29	38 37	156 58		65½	S. S. W. Ditto, ditto, ditto.
30	39 32	154 52		52	Variable. Strong gales, and ſqually.
31	39 23	154 25		45	N. W. Ditto, ditto. Saw a ſeal, and ſome birds.
April 1	40 12	153 58		48½	S. S. E. Strong gales, and cloudy.
2	42 21	152 34		54	South. Freſh gales and ſqually, with rain.
3	44 04	151 59		52½	S. S. W. Strong gales, with rain and thick weather.
4	46 05	151 10		55½	S. S. W. Freſh breezes, and cloudy.
5	46 50	150 20	18 10	43½	Variable. Freſh gales and ſqually, with hail.
6	47 23	149 57		48	Variable. A heavy gale, and thick weather.

TABLE VI. Continued.

Route of the King George and Queen Charlotte from Sandwich Iſlands to Prince William's Sound.

Time.	Latitude North.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	° ′	
April 7 Noon.	47 21	148 39		39	N. N. E. Moderate and hazy, with hail. Saw gulls, divers, and other birds.
8	47 38	147 23		37	N. W. Freſh breezes and cloudy, with ſnow.
9	48 35	147 20		42½	From S. to N. Freſh breezes and hazy, with rain.
10	50 02	147 08		41½	S. S. W. Strong breezes, and thick weather.
11	51 23	147 16		40½	Variable. Thick, foggy weather.
12	52 46	146 00		37	Ditto. Freſh breezes, and fine weather.
13	54 02	147 00		42	Variable. Freſh breezes, with ſnow.
14	55 37	146 34	19 34	35½	Weſt. Freſh breezes, and fine weather.
15	57 15	146 28		33	W. S. W. Ditto, ditto, and cloudy.
16	58 09	146 36	19 00	25	N. N. W. Strong gales and ſqually, with ſnow.
17	58 08	146 27		32½	N. b. W. Freſh breezes, and ſqually.
18	59 03	146 50		36	Variable. Freſh gales, and ſnow.
19	57 41	146 14		35½	From South to Weſt. A heavy gale, with ſnow.
20	58 43	148 06		39	Variable. Freſh breezes, with ſnow.
21	59 03	148 42		35	Eaſt. Strong gales, with ſnow.
22	59 01	149 06		34	E. N. E, Squally, with ſnow.
23	59 09	147 55		35½	Variable. Ditto, ditto.
24	59 47	148 40		36½	Ditto. Freſh breezes, and hazy. Saw the land from N. b. W. to W. b. N.
25				36	S. W. At anchor in Prince William's Sound from this to the 15th of May.
					N. B. Mean of the Thermometer 54 degrees.

TABLE VII.

Route of the Queen Charlotte (after parting Company) from Prince William's Sound to Port Mulgrave.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	° ′	
May 15, Noon.	59 48			43½	First part variable, latter S. W. Light winds, and clear. Cape Hinchinbrook N. 65 deg. W. Great numbers of whales in ſight.
16	59 28	145 20	29 38	43	S. S. W. Light winds. Kaye's Iſland N. b. E. 50 fathoms water.
17	58 52	145 54		47	Variable. Moderate, and cloudy. Several whales in ſight.
18	59 09	144 08		41	Eaſt to S. E. Ditto, and hazy.
19	59 34	143 38		41	E. N. E. Light winds, and hazy.
20	59 09	143 34		42	Ditto. Freſh breezes and cloudy, with rain.
21	59 21	141 34		43	Variable. Freſh breezes, and hazy weather.
22	59 22	139 50		42	W. S. W. Light winds. Land from N. N. W. to E. b. N. ½ N.
23				43	Eaſt. Light and variable. Warping the ſhip into the harbour.
24				42	Eaſt. At anchor in Port Mulgrave.
					N. B. From this to the 4th of June, the mean of the Thermometer 46 degrees.

TABLE VIII.

Route of the Queen Charlotte from Port Mulgrave to Norfolk Sound.

Time.	Latitude North.	Longitude West.	Variations East.	Therm.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	° ′	
June 4, Noon.				46	S. E. Moderate and cloudy. The North point of Port Mulgrave North, 85 deg. West. Off ſhore five or ſix miles.
5				43	Variable. Light winds. Land from E. N. E. to W. b. N. Off ſhore four or five leagues. Numbers of whales round the ſhip.
6	59 13	140 40		47	E. N. E. Light winds, and cloudy. Land from North to W. N. W.
7	58 05	141 06		44	Eaſt to E. N. E. Freſh breezes, and hazy, with rain.
8	57 59	141 25		42	Eaſt to S. E. Light airs, and hazy.
9	57 09	142 12		45	Eaſt. Moderate and hazy, with rain.
10	56 49	140 11		44	Variable. Freſh breezes, and hazy.
11	57 13	136 26	27 59	45	N. W. to Weſt. Ditto, and cloudy. At two o'clock this afternoon ſaw Cape Edgecombe.
12	57 03	135 36		49	W. N. W. Moderate and hazy. At anchor in Norfolk Sound.
					N. B. Mean of the Thermometer, whilſt in this Sound, 48 deg.

TABLE IX.

Route of the Queen Charlotte from Norfolk Sound along the Coaſt, and thence to the Sandwich Iſlands.

Time.	Latitude North.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	° ′	
June 23, Noon.	56 48	135 35		50	N. W. Freſh breezes, and cloudy weather; Cape Edgecombe N. 15 deg. Weſt; the neareſt ſhore three or four miles off. At ſix o'clock this afternoon came to anchor in Port Banks.
24	56 35	135 00		49	W. N. W. Freſh breezes, and cloudy. At anchor.
25				50	S. S. W. Ditto weather. At anchor.
26	56 30			50½	Variable. Light winds, and foggy at times. The entrance of Port Banks N. E. diſtant five or ſix leagues.
27	55 52	135 12		49	W. N. W. Freſh breezes, and cloudy. Hazy Iſlands N. ½ E.
28				47	Variable. Squally, and foggy. Off ſhore four or five miles.
29	55 18	134 30		47¾	Ditto. Freſh breezes, and thick hazy weather.
30	55 12	134 23		50	South to S. W. Light winds. The appearance of an inlet N. 58 deg. E.
July 1	54 22	134 00	24 27	50	W. to W. S. W. Freſh breezes, and clear weather. A deep bay Eaſt, and land to the Eaſtward in the ſame at 15 or 20 leagues diſtance.
2	54 14	133 12		51	Variable. Freſh breezes. A number of canoes alongſide.
3	54 19			49½	Variable. Light winds. Cloſe in ſhore.
4	54 14	133 23		52	Ditto. Ditto. Ditto, trading with the Indians.
5	53 48		24 28	50½	N. W. to W. S. W. Light winds, and rain. Diſtance off ſhore three or four miles.

TABLE IX. Continued.

Route of the Queen Charlotte from Norfolk Sound along the Coaſt, and thence to the Sandwich Iſlands.

Time.	Latitude North.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	° ′	
July 6, Noon,	53 34	133 31		52½	W. N. W. Moderate breezes, and cloudy. The natives alongſide trading.
7	53 28	133 19		51½	N. W. Freſh breezes, and cloudy.
8	53 02				N. W. Freſh breezes, and cloudy. Some canoes alongſide.
9	52 54	132 28		52½	N. W. Freſh breezes. Off ſhore three or four miles.
10	52 48			53	N. W. Ditto, and hazy. Saw ſome whales. Off ſhore 10 or 11 miles.
11	52 52	132 20		50½	W. N. W. Freſh breezes. Off ſhore two or three miles.
12	52 03	131 16		52½	W. N. W. A freſh gale, and ſqually.
13	52 17			53	N. W. Moderate, and hazy. Off ſhore two miles. Several canoes alongſide.
14	51 48	131 12		50½	W. N. W. Freſh breezes, and foggy. Several canoes alongſide.
15	51 47			54	W. N. W. Freſh gales, and foggy.
16	52 02			53	N. W. b. W. Ditto, and ditto.
17	52 11			54	Ditto. Freſh breezes, and foggy. Off ſhore two miles.
18	51 46	131 31		51½	N. W. Ditto weather. Off ſhore three or four miles.
19	51 57			56	N. W. Freſh gales, and foggy. Off ſhore three or four leagues.
20	52 01			51	N. W. Freſh gales, and ſqually, Off ſhore three leagues.
21	51 54			53	Ditto. Ditto. A heavy ſea.
22	52 10			53½	N. W. Freſh breezes, and hazy. Several canoes alongſide.
23	52 13			51	N. W. Moderate, and hazy. Off ſhore three or four leagues.

TABLE IX. Continued.

Route of the Queen Charlotte from Norfolk Sound along the Coaſt, and thence to the Sandwich Iſlands.

Time.	Latitude North.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	° ′	
July 24, Noon.				52½	N. W. Moderate, and clear. Several canoes alongſide.
25	51 47	129 50		53	W. N. W. Light breezes, and cloudy. Off ſhore four or five miles.
26				55	W. N. W. Light breezes, and hazy. Off ſhore three or four miles.
27	52 18			58½	Variable. Light winds. Saw land to the Eaſt. Several canoes alongſide. Off ſhore eight or ten miles.
28				57½	Variable. Light winds. In general we find the current ſetting to the South, with pieces of wood, graſs, and weeds floating paſt.
29	53 00			51½	Variable. Moderate, and clear. Saw land at four o'clock this afternoon, bearing N. N. W. at 19 or 20 leagues diſtance, which is the ſame land ſeen from the North end of theſe iſlands. Soundings this day from 14 to 25 fathoms, ſand and ſmall black ſtones. Several canoes alongſide.
30	52 30			57	S. W. Light winds, and hazy. Great quantities of drift-wood and weeds floating paſt the ſhip. Off ſhore three or four leagues. Several canoes round the ſhip.
31	52 36			54	Variable. Light winds. Off ſhore 12 or 13 miles.
Aug. 1	52 10	129 42		53½	N. to N. W. Light winds, and hazy. Off ſhore two or three leagues. Cape St. James S. ½ W.

TABLE IX. Continued.

Route of the Queen Charlotte from Norfolk Sound along the Coaſt, and thence to the Sandwich Iſlands.

Time.	Latitude North.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	° ′	
Aug. 2, Noon.				57	Variable, with light winds and foggy weather. A heavy ſwell from the Southward. Cape St. James S. S. W. three or four leagues.
	3 51 50			55	Variable. Light winds, and hazy. At 11 A. M. the rocks off Cape St. James W. b. S. four or five miles diſt.
	4 51 09	129 10		55½	South to S. W. Moderate, and cloudy. Saw land bearing S. 40 deg. E.
	5			56½	W. S. W. Freſh breezes, with fog. A heavy ſwell from the Weſtward.
	6 49 48	128 06		56¼	N. N. W. Freſh breezes, and foggy.
	7 49 39			57	Variable. Light airs. Woody Point North ſix leagues.
	8 49 35			65½	Ditto. Ditto. King George's Sound N. 77 deg. E. diſtant 14 or 15 miles. Spoke the ſhip Prince of Wales, Capt. Colinett; and the ſloop Princeſs Royal, Capt. Duncan, from London, belonging to our owners, all well.
	9 49 30	128 10		60	S. S. E. Freſh breezes, and cloudy. We learned from the ſhip and ſloop, who had left King George's Sound the day before, that Capt. Portlock was not there, and that no furs were to be met with; ſo at half paſt nine A. M. we parted with them, they ſteering for Queen Charlotte's Iſlands, and we home by way of China.
	10 47 50	129 29		57	N. W. Freſh breezes, and cloudy.
	11 45 55	130 58		56	W. N. W. Ditto, and pleaſant weather.

TABLE IX. Continued.

Route of the Queen Charlotte from Norfolk Sound along the Coaſt, and thence to the Sandwich Iſlands.

Time.	Latitude North.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	° ′	
Aug. 12 Noon.	44 22	131 59		59	N. W. Freſh breezes, and fine weather. A ſwell from the Weſtward.
13	43 33	131 59		64	Variable. Moderate, and fine weather.
14	43 02	132 06		62½	Ditto. Ditto, and cloudy. A heavy ſwell from the Weſt.
15	42 30	132 16		65	Weſt. Moderate, and cloudy.
16	41 40	131 00	16 16	64½	Variable. Light winds, and hazy.
17	40 08	133 26		65	N. E. to North. Freſh breezes, and cloudy.
18	38 53	133 10		66	N. W. to North. Ditto, and fine weather.
19	37 35	136 50		69	N. N. E. Moderate, and cloudy.
20	36 07	135 49		67½	Ditto. Ditto, and ditto.
21	34 28	136 20		69	N. E. Freſh breezes, and cloudy.
22	33 09	137 20		69½	N. E. Ditto, and ditto.
23	31 39	138 28		68	Ditto. Freſh breezes, with rain.
24	29 35	139 27		67½	E. N. E. Ditto, ditto, and cloudy.
25	27 37	140 08	9 18	68	N. E. Freſh breezes, and cloudy. A ſwell from the N. E.
26	26 12	141 08		70	N. E. to E. N. E. Ditto, and ditto.
27	24 57	141 55		70	E. N. E. to Eaſt. Moderate breezes, and cloudy.
28	24 04	143 06	8 37	71	N. E. to Eaſt. Moderate, with rain.
29	23 21	144 06	6 06	71½	N. E. Moderate breezes, and fine weather.
30	22 26	145 09		73	N. E. to Eaſt. Squally, with rain.
31	21 44	146 13		75½	N. E. Moderate, and fine weather.
Sept. 1	20 54	147 36		75	Ditto. Freſh breezes, and pleaſant weather.
2	20 01	150 03		74½	N. N. E. Squally, with rain at times.

TABLE IX. Continued.

Route of the Queen Charlotte from Norfolk Sound along the Coaſt, and thence to the Sandwich Iſlands.

Time.	Latitude North.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	° ′	
Sept. 3, Noon.	19 55	152 09		75½	E. b. N. Freſh breezes, and fine weather.
4	19 56	153 43		76	N. E. Moderate breezes, and cloudy.
5	20 04	154 41		75½	Variable. Ditto, and ditto.
					N. B. At five, A. M. ſaw Owhyhee. At noon, the Eaſt end S. ½ W. 10 or 11 leagues.

TABLE X.

Route of the Queen Charlotte while amongſt the Sandwich Iſlands, and from thence to China.

Time.	Latitude North.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	° ′	
Sept. 6, Noon.	20 17			81	Variable. Squally, with rain at times. At two P. M. ſeveral canoes with hogs and bread-fruit alongſide. Off ſhore ſeven or eight miles.
7	20 13			82	Eaſt. Moderate, and cloudy. Standing off and on trading with the natives. Eaſt point of Owhyhee S. 50 deg. E.
8	20 15			80	Ditto. Freſh breezes, and clear. Standing off and on. South point of Owhyhee South two or three miles.

TABLE X. Continued.

Route of the Queen Charlotte while amongſt the Sandwich Iſlands, and from thence to China.

Time.	Latitude North.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	° ′	
Sept. 9, Noon.	20 30			81	E. N. E. Firſt part, freſh breezes; latter, light winds. Weſt end of Ranai N. 10 deg. W. 14 or 15 miles.
10	21 16			81½	N. E. Moderate breezes, and cloudy. At 11 A. M. anchored in the Bay, South ſide of Woahoo, in eight fathoms water.
11				80	E. N. E. Strong breezes, and cloudy. Getting in water.
12				81	Ditto. Strong breezes. Compleated the water, and employed in getting wood.
13	21 21			83	E. N. E. Freſh gales, and cloudy. At five A. M. under ſail for Atoui.
14	21 34			77½	N. N. E. Light breezes, and cloudy. N. W. point of Woahoo N. 83 deg. E. diſtant eight leagues.
15	21 43			81	Variable. Light breezes. King's Mount, Atoui, N. W. b. W. ½ W. eight or nine leagues.
16	21 52			81½	N. N. E. Light winds, and fine weather. Several canoes alongſide.
17	21 55			82½	E. N. E. Light winds. At anchor in Wymoa Bay, Atoui.
18				83	S. E. Freſh breezes, and cloudy. The king, with his attendants, on board.
19	20 55	159 59		82	E. N. E. Freſh breezes, and cloudy. Under ſail for China.
20	19 11	160 38		78½	Eaſt. Freſh breezes, and clear. A ſwell from the Eaſtward.
21	18 23	161 13	8 00	77	Eaſt. Squally, with rain.
22	17 13	161 25		79	N. E. Freſh breezes, and fine pleaſant weather.

TABLE X. Continued.

Route of the Queen Charlotte while amongſt the Sandwich Iſlands, and from thence to China.

Time.	Latitude North.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	° ′	
Sept. 23 Noon.	15 28	162 57		78½	Eaſt. Freſh breezes and ſqually, with rain.
24	13 56	164 02	8 10	77	Ditto. Strong breezes, and clear weather.
25	13 22	166 14		80	Eaſt. Freſh breezes, and pleaſant weather.
26	13 35	167 48		79½	Ditto. Squally, with rain.
27	13 37	168 20		82	N. E. to E. b. S. Ditto, with ditto.
28	13 41	171 35	8 43	81½	E. N. E. A ſtrong gale, and ſqually.
29	13 36	173 28		80	Ditto. A ſtrong gale, with heavy rain.
30	13 43	175 28		81½	E. N. E. to E. S. E. Freſh breezes, with lightning and rain.
Oct. 1	13 40	176 20		82	E. S. E. to E. b. N. Light winds, and cloudy. A ſwell from the Northward.
2	13 36	177 44		83½	E. N. E. Light breezes, and fine weather.
3	13 44	179 32		83	Ditto. Freſh breezes and ſqually, with lightning.
4	13 47	181 16		82½	Eaſt. Freſh breezes, and cloudy.
5	13 47	182 23	12 00	84	S. E. Light winds. Lightning in the N. E.
6	13 49	183 51		81½	E. S. E. Squally, with heavy rain.
7	13 41	185 01		84	Eaſt. Freſh breezes, and fine weather.
8	13 24	187 37		82	E. N. E. Freſh breezes and ſqually, with rain.
9	13 12	189 31		82	Ditto. Ditto and heavy ſqualls, with rain.
10	13 18	190 36		83	S. S. E. to E. b. N. Light winds, and cloudy. A heavy ſwell from the S. E.
11	13 05	192 06	12 10	81	E. b. N. Squally. A ſwell from the Northward.
12	13 08	194 22		83	Eaſt. Freſh breezes, and fine weather.

TABLE X. Continued.

Route of the Queen Charlotte while amongſt the Sandwich Iſlands, and from thence to China.

Time.	Latitude North.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	° ′	
Oct. 13, Noon.	13 04	196 20		83½	E. b. N. Heavy ſqualls, with rain, thunder, and lightning. A ſwell from the Eaſtward.
14	12 51	198 28		81½	E. N. E. Squally, with thunder, lightning, and rain. A heavy ſea from the Eaſtward.
15	13 09	200 02		77	S. E. Squally, with rain.
16	13 04	202 02		82½	Variable. Freſh breezes, and cloudy.
17	13 22	203 47		80	N. E. Freſh breezes and ſqually, with rain.
18	13 22	206 04	8 21	82	Ditto. Strong breezes, and lightning.
19	13 25	208 10		80	E. N. E. Squally, with rain.
20	14 01	210 32	7 15	82½	E. b. N. Ditto, ditto. A heavy ſwell from the N. E.
21	14 11	112 16		83	E. N. E. Moderate, and clear. Saw ſeveral birds and fiſh round the ſhip.
22	14 47	214 16		84	E. N. E. Freſh breezes, and clear. Saw the land bearing N. 80 deg. W. five or ſix leagues. At ſix, P. M. the center of Aguigan bore N. 83 deg. E. diſtant five leagues.
23	15 25	216 27	5 34	83	E. N. E. Freſh breezes, and cloudy.
24	16 10	218 34		83	N. E. b. E. Squally, with rain.
25	16 34	220 28		83½	Eaſt. Freſh breezes, and cloudy.
26	16 57	222 36		84	E. N. E. Ditto, ditto.
27	17 26	225 19		83½	N. E. A freſh gale, with rain.
28	18 24	227 44		82½	E. S. E. Squally, with rain.
29	19 02	229 44	1 25	82	Ditto. A freſh breeze, and fine weather.
30	19 19	231 27		84½	E. N. E. Moderate breezes, and fine weather.
31	19 52	232 00		84	Ditto. Moderate breezes. Numbers of fiſh and birds round the ſhip.

TABLE X. Continued.

Route of the Queen Charlotte while amongſt the Sandwich Iſlands, and from thence to China.

Time.	Latitude North.	Longitude Weſt.	Variations Eaſt.	Therm.	Winds, Weather, and Remarks.
1787.	° ′	° ′	° ′	° ′	
Nov. 1, Noon.	20 18	233 12		85	E. N. E. Moderate breezes, and fine weather.
2	21 02	236 00		82	Variable. Freſh breezes and ſqually, with thunder, lightning, and rain.
3	21 06	237 24		78	N. E. Strong gales. A heavy ſwell from the N. W.
4	21 24	238 50		80	Eaſt. Freſh breezes, and dark cloudy weather. At two, P. M. ſaw a ſmall iſland bearing N. 40 deg. W. four or five leagues; and ſoon afterwards another iſland to the Northward of the firſt. At eight, P. M. ſtood to the Southward, under an eaſy ſail.
5	21 35	239 37		79	Variable. Squally, rainy weather. At two, P. M. ſaw two of the Baſhee Iſlands bearing South 37 deg. E. ſix or ſeven leagues diſtant.
6	21 37	241 55		76	N. E. to North. Strong gales, and cloudy. A heavy ſwell from the Northward.
7	22 22	244 56		75	N. N. E. Freſh gales, and hazy. At eight, A. M. ſaw the land bearing N. W. diſtant four or five leagues. Sounded 25 fathoms, grey and with black ſpecks. At one, P. M. ſaw ſeveral Chineſe fiſhing-boats.
8	22 07			79½	N. E. Freſh breezes. Got a pilot for Macao, and at 11 P. M. came to in the roads in ſix fathoms water; the Peak of Lintin N. 79 deg. E. the city of Macao W. ½ S.

TABLE XI.

Route of the King George and Queen Charlotte from China to parting Company off Java Head.

Time.	Latitude North.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	° ′	
Feb. 10, Noon.	21 35			65	Variable. Freſh breezes, and fine weather. At 10, A. M. the Peak of the Grand Ladrone N. 40 deg. E. diſtant ſix or ſeven leagues.
11	20 02	246 00		67½	N. E. to Eaſt. Freſh breezes, and fine weather.
12	18 54	246 05		71½	E. S. E. Moderate breezes, and clear.
13	18 01	246 02		72½	S. E. to Eaſt. Freſh breezes, and clear.
14	17 44	246 30		74	S. E. Freſh breezes, and cloudy.
15	16 33	246 12	2 17	75	E. b. N. Ditto, ditto.
16	15 33	246 04		76	N. E. Moderate breezes, and clear.
17	14 24	247 10		76½	E. N. E. A fine breeze, and pleaſant weather.
18	13 01	247 49		77	N. E. Ditto, ditto.
19	11 42	248 30		77	N. E. b. N. Freſh breezes, and fine weather.
20	10 04	250 36		78	North to N. E. Freſh breezes. Pulo Sapata S. 67 deg. W. diſtant four miles.
21	8 44	252 42		79½	N. E. Freſh breezes, and pleaſant weather.
22	7 04	253 55		79	Ditto. Moderate, and hazy.
23	5 31	254 56	0 22	80	Eaſt. Ditto and cloudy, with lightning.
24	4 11	255 00		81	Eaſt to E. N. E. Moderate, with lightning and rain.
25	2 36	255 00		81½	E. N. E. to N. N. E. Moderate, ditto. Pulo D'Omar N. 37 deg. E. diſtant four leagues.
26	1 11	254 31		82	N. N. E. Moderate breezes. Land from S. 38 deg. W. to S. 65 deg. W. diſtant ſeven or eight leagues.

TABLE XI. Continued.

Route of the King George and Queen Charlotte from China to parting Company off Java Head.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	° ′	
Feb. 27, Noon.	0 08	254 10		85	North to N. N. E. Moderate, and cloudy. The Iſland Dominis W. b. S. ſeven or eight leagues.
28	1 13	254 32		82	N. N. E. Moderate, with lightning and rain. At 11, A. M. departed this life Mr. William Lauder, ſurgeon. At noon, the three iſlands from S. b. E. to E. N. E. diſtant from the neareſt three or four miles.
29	2 14			83½	N. N. E. Moderate, and cloudy. At 10, A. M. committed the body of our late ſurgeon to the deep. At noon, Monopin Hill N. 10 deg. W. five or ſix leagues. At one, P. M. ſaw a dry bank of ſand and rocks. At half paſt one, the middle of the bank bore S. E. b. S. ¾ of a mile diſtant; depth of water eight and nine fathoms; Monopin Hill at the ſame time bearing N. W. b. N. Paſſed the bank to the Eaſtward; and at ſeven, P. M. anchored in 11 fathoms, muddy bottom.
March 1				81	Variable. At five, A. M. weighed and made ſail. Squally, with thunder, lightning, and rain. Mount Permaſang E. b. N. A point on the Sumatra ſhore S. b. W. diſtant three or four miles. At three, P. M. paſſed a Dutch man of war lying at anchor. At half paſt five, the Lanſdown Eaſt-Indiaman joined company. At ſeven, anchored in 9½ fathoms, muddy bottom.

TABLE XI. Continued.

Route of the King George and Queen Charlotte from China to parting Company off Java Head.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	° ′	
Mar. 2, Noon.	3 08			79	Variable. Lightning, thunder, and rain. At five, A. M. weighed and made ſail. At nine anchored, the Iſland of Luſepara bearing N. 43 deg. E. ſix or eight miles; firſt point on the Sumatra ſhore N. W. At half paſt one, P. M. weighed and made ſail. At half paſt five, the Lanſdown got aground, ſtood more to the Weſtward, and let go the anchor in 6½ fathoms water; the Iſland of Luſepara S. 49 deg. E. five or ſix miles; firſt point on the Sumatra ſhore N. W. b. N. Hoiſted out the whale-boat, and went on board the Lanſdown with ſeven hands to aſſiſt in getting her off.
3	3 09			82½	Variable. Light winds, with thunder, lightning, and rain. At three, A. M. got the Lanſdown into deep water without any damage. At noon, weighed and ſailed in company; ſoundings from ſix to four fathoms. At four, P. M. the Iſland Luſepara N. 88 deg. E. diſtant ſix or ſeven miles.
4				85	Variable. Squally, with rain. By noon increaſed our ſoundings to eight fathoms. At three, P. M. anchored in 11 fathoms water; tide ſetting E. S. E. one mile per hour.
5	3 56			87	South. Light breezes, with thunder, lightning, and rain. During this 24 hours, ſeveral times under weigh.

TABLE XI. Continued.

Route of the King George and Queen Charlotte from China to parting Company off Java Head.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	° ′	
Mar. 6, Noon.	4 17			90	Variable. Moderate, and cloudy. At ſeven, P. M. weighed and made ſail. At ½ paſt 10, came to in eight fathoms.
7				87	Variable. Moderate, with rain and lightning. At half paſt three, A. M. came to ſail. At one, P. M. anchored in 11 fathoms water, muddy bottom.
8	4 53			85½	Variable. Light airs. At half paſt one, A. M. ſailed. At noon, the Siſters S. 40 deg. W. ſix or ſeven miles. At ſix, P. M. came to in 10 fathoms water; the Siſters S. 17 deg. W.
9	4 57			83½	Variable. Squally, with rain. At four, A. M. finding the ſhip dragged her anchor, hove it up and made ſail. At ten, light winds. Came to, with the beſt bower in 11 fathoms water; the Siſters bearing S. 25 deg. W. diſtant nine miles. At noon, weighed and made ſail. At ſix, P. M. came to in 11 fathoms water; the Siſters bearing S. b. E. four or five miles.
10	5 04			82	Variable. At three, P. M. weighed and made ſail. At five, anchored in ten fathoms; the Northermoſt of the Siſters S. 40 deg. E.
11	5 06			85	From S. E. b. S. to S. S. W. Light breezes, and cloudy. At ſeven, A. M. weighed and made ſail. At 10, A. M. anchored in 12 fathoms; Northermoſt of the Siſters S. 50 deg. E. four miles diſtance.

TABLE XI. Continued.

Route of the King George and Queen Charlotte from China to parting Company off Java Head.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788.	°	° ′	° ′	° ′	
Mar. 12 Noon.	5 22			87	Variable. Squally, with rain, thunder, and lightning. At five, A. M. weighed and made ſail. At noon, moderate and cloudy. At two, P. M. anchored in 11 fathoms water.
13	5 35			87	N. W. Squally, with rain. At four, A. M. weighed and made ſail. At 11, came to in five fathoms water. At noon, weighed and ſtood through betwixt North Iſland and the Sumatra ſhore, and anchored in nine fathoms water, muddy bottom; North Iſland bearing N. E. b. N. diſtant three miles; the watering-place S. W. four miles. Found riding here ſeveral Dutch veſſels.
14, 15				85	N. W. Light breezes, and cloudy. At anchor, wooding and watering.
16				84 Mean 82	Variable and cloudy weather, with much lightning. At ſeven, A. M. weighed and came to ſail in company with the King George. From this to the 23d getting to Cracatoa, where we filled up our water.
24				83	Variable, with rain. At four, A. M. weighed and made ſail in company with the King George. At noon, the Peak on Cracatoa bore N. 18 deg. W. At nine, P. M. anchored in 42 fathoms, muddy bottom; Peak on Prince's Iſland S. 76 deg. W.

TABLE XI. Continued.

Route of the King George and Queen Charlotte from China, to parting Company off Java Head.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	° ′	
Mar. 25 Noon.	6 33			84½	W. N. W. to N. W. Freſh breezes. At four, A. M. weighed and made ſail. At noon, the extremes of Prince's Iſland from W. N. W. to S. 65 deg. W. At ſix, P. M. came to in 40 fathoms, mud and ſand. Extremes of Prince's Iſland from N. N. W. to S. W. ½ W.
26	6 36			83	Variable. Freſh breezes, and ſqually. At nine, A. M. weighed and made ſail. At four, P. M. the rocks off Java Head bore N. 85 deg. E. diſtance off ſhore four or five miles.
27	7 49	254 40		84½	W. N. W. Freſh breezes, and cloudy.
28	9 08	255 09		84	N. N. W. to W. N. W. Squally, with rain.
29	10 17	255 08		83½	N. W. to N. E. Ditto, ditto. Paſſed the Queen Indiaman.
30	11 13	254 50		81	Variable. Moderate, and cloudy. This day agreed to part company with the King George; the Queen Indiaman in ſight.

TABLE XII.

Route of the Queen Charlotte, after parting Company with the King George, to St. Helena.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	° ′	
Mar. 31 Noon.	11 38	256 43		85½	Variable. Squally, with rain; the King George in ſight.
April 1	12 44	257 48		82	N. E. to S. E. Light breezes. Loſt ſight of the King George.
2	14 03	259 19		83	E. N. E. Freſh breezes and ſqually, with rain.
3	15 29	261 11		79	Eaſt to S. E. Freſh breezes, and clear.
4	16 30	263 14		79½	S. E. Ditto, ditto.
5	16 54	265 01		81	E. N. E. Moderate, and fine weather.
6	17 10	267 07		80	E. S. E. Squally, with rain.
7	17 36	269 10		79	S. E. Freſh breezes. A ſwell from S. E.
8	17 50	271 16		78½	E. S. E. Ditto. Ditto.
9	18 14	273 04		78	Eaſt to E. N. E. Moderate, with rain.
10	18 29	274 44		81	E. b. S. Ditto, ditto.
11	18 51	276 58		75½	E. S. E. Freſh breezes and ſqually, with rain.
12	19 09	278 23		76	S. E. Ditto, ditto, and clear.
13	19 36	279 24		77	E. S. E. Freſh breezes, and fine weather.
14	19 59	281 20		79	E. S. E. Ditto, Ditto.
15	20 37	283 12		79½	E. b. S. Freſh breezes, and fine weather.
16	20 48	284 33		81	Ditto. Moderate breezes, and fine weather. A heavy ſwell from the S. W.
17	21 14	286 41		77	South to S. E. Strong breezes, and ſqually.
18	21 29	289 18		76	S. b. E. Strong breezes, and clear. A croſs ſea.
19	21 45	291 24	16 15	76½	E. S. E. to E. N. E. Moderate breezes, and cloudy.
20	22 08	294 04		77	E. N. E. Moderate, and cloudy. A heavy ſwell from the Southward.

TABLE XII. Continued.

Route of the Queen Charlotte, after parting Company with the King George, to St. Helena.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	° ′	
Apr. 21 Noon.	22 27	296 20		80	N. N. E. Freſh breezes, and clear.
22	23 09	298 20		76½	Variable. Squally, with rain.
23	22 54	299 00		73	Ditto. Freſh breezes, and cloudy. At five, P. M. ſaw two ſail in the S. E. quarter, ſtanding N. E.
24	23 27	300 22		72	Variable. Freſh breezes, and cloudy. A heavy ſwell.
25	24 04	302 00		71	S. b. E. to N. E. Freſh breezes, and cloudy.
26	24 44	303 40		72	S. E. Ditto, and clear.
27	26 03	304 20		74	Ditto. Freſh breezes, and fine weather. Fiſh and birds round the ſhip.
28	27 00	305 54	19 30	74½	E. S. E. Freſh breezes, and fine weather.
29	27 51	307 20		74	Eaſt. Ditto, ditto. Lightning to the S. W.
30	28 09	310 30	21 00	72½	Ditto. Freſh breezes, and ſqually.
May 1	28 55	313 00		74	E. S. E. to N. E. Ditto, ditto, with thunder and lightning.
2	29 17	313 48	24 35	72½	N. b. W. to Weſt. Freſh breezes, and clear.
3	28 27	314 44		72	S. W. to S. S. E. Ditto, with rain.
4	28 08	316 44			Ditto to ditto. Freſh breezes. Great quantities of bonetta round the ſhip, ſeveral of which our people caught with hook and line.
5	28 54	318 15		70½	South. Freſh breezes. Numbers of birds and fiſh round the ſhip.
6	29 26	320 00		69½	South to S. E. Freſh breezes, and cloudy. Fiſh and birds round the ſhip.
7	30 11	321 58		70	E. S. E. to E. N. E. Ditto, ditto, ditto.

TABLE XII. Continued.

Route of the Queen Charlotte, after parting Company with the King George, to St. Helena.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	° ′	
May 8, Noon.	30 54	323 28		69	S. S. W. Freſh breezes, and ſqually.
9	31 30	324 31		64	Eaſt to N. N. E. Freſh breezes, and hazy.
10	32 08	325 13		71	E. N. E. to S. W. b. S. Squally, with lightning and rain.
11	32 45	327 06		69	South to S. S. W. Light winds, and clear.
12	33 26	329 08		68	S. S. E. to N. E. Ditto, ditto.
13	34 22	331 23		72	N. E. Freſh breezes. A heavy ſwell from S. W.
14	35 26	334 40		71½	N. N. E. Ditto, ditto. At 11, A. M. paſſed an empty caſk.
15	36 07	336 21	24 12	75½	N. E. Moderate, and cloudy.
16	36 10	336 53		70	Variable. A heavy gale, and croſs ſea. Saw a large ſhip ſtanding to the S. E.
17	35 24	336 53		62½	Variable. A heavy gale. Found both pumps choaked with ſand; got them up and cleared them; broke up the fore-hold to examine if there was any water lodged—found all dry; ſtowed the teas again, and ſecured the hold.
18	36 30	336 40		60	W. to S. W. A heavy gale. Obliged to keep one pump on deck, and a hand in the well, to keep the other clear of ſand. Found a leak abaft. Got ſeveral things out of the run, and hove them overboard to lighten the ſhip abaft.
19	37 36	336 50		58	N. E. to N. W. b. N. A heavy gale, and croſs ſea.

TABLE XII. Continued.

Route of the Queen Charlotte, after parting Company with the King George, to St. Helena.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	° ′	
May 20, Noon.	36 57	336 40		60	N. W. to W. b. N. A freſh gale, and cloudy. Hove four barrels of powder overboard. Saw a large ſhip ſtanding to the Eaſtward.
21	36 40	337 20		59	Variable. A freſh gale, and cloudy, with a croſs ſea; the pump ſtill on deck.
22	36 00	338 10		60	Variable. A heavy gale, and high ſea. Saw a large ſhip ſtanding to the Eaſtward.
23	35 48	338 09		58	N. W. to North. A heavy gale. Under reefed courſes and foretopmaſt ſtayſail. In a heavy ſquall ſplit the foretopmaſt ſtayſail, unbent it, and bent another.
24	35 36	338 19		59½	W. N. W. to Weſt. Strong breezes, and cloudy. A heavy croſs ſea. Got ground 70 fathoms. At ſeven, A. M. ſaw a ſhip ſtanding to the Northward.
25	35 32	337 48		59	W. b. N. to W. b. S. Freſh breezes, and cloudy. At eight, A. M. ſpoke the Lanſdown Eaſt-Indiaman, all well.
26	36 17	339 00		59½	Variable. Moderate, and clear. A heavy ſwell from the W. S. W.
27	36 12	339 39		56	N. W. b. N. to N. b. E. Freſh breezes, and ſqually at times.
28	37 12	340 03		59	North to N. W. Freſh breezes, and ſqually.
29	35 54	342 16		58½	Variable. Ditto, ditto. A heavy ſea from S. W.
30	34 50	345 32		54	S. S. W. to S. b. E. A freſh gale, and ſqually.

TABLE XII. Continued.

Route of the Queen Charlotte, after parting Company with the King George, to St. Helena.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	° ′	
May 31 Noon.	33 44	347 50		59	Variable. Freſh breezes, and cloudy. Saw a ſail.
June 1	32 04	348 11		60	S. S. E. to E. S. E. Moderate breezes, and clear.
2	30 48	348 18	21 13	61	Eaſt to S. E. Moderate breezes, and clear. Got both pumps down.
3	29 54	348 27		61½	Variable. Light winds, and clear. Saw a ſeal.
4	29 18	347 39		61	Ditto. Freſh breezes, and ſqually. Saw a whale.
5	28 26	346 36		61½	Variable. Freſh gales and cloudy, with rain.
6	27 17	346 24		62½	Ditto. Freſh breezes, with a heavy ſwell from the N. W.
7	26 19	347 27		62	S. W. to S. S. E. Light winds, a heavy croſs ſea.
8	24 51	350 04		63	S. S. E. to S. S. W. Strong breezes, and hazy.
9	23 44	352 05		65½	S. E. Freſh breezes, and cloudy.
10	22 27	354 19		66½	S. E. b. S. Ditto, ditto, and hazy. A following ſea.
11	20 58	356 40		67	Ditto. Freſh breezes, and cloudy.
12	19 34	358 47		68	S. E. b. S. A freſh gale, and ditto.
13	18 23	00 30		68½	Variable. Freſh breezes, and cloudy.
15	17 06	2 13		68	S. E. A fine breeze, and cloudy. Having made 360 deg. Weſt, and loſt one day, we call this the 15th.
16	16 18	3 58	16 02	71	S. E. b. S. Moderate, and cloudy.
17	16 04	4 30		71½	S. S. E. Ditto, ditto.

TABLE XII. Continued.

Route of the Queen Charlotte, after parting Company with the King George, to St. Helena.

Time.	Latitude South.	Longitude West.	Variations West.	Therm.	Winds, Weather, and Remarks.
1788.	° ′	° ′	° ′	° ′	
June 18, Noon.				72	South to E. S. E. Moderate, and fine weather. At half paſt three, A. M. ſaw St. Helena bearing N. W. At 11, anchored in the road in 19 fathoms. Found here the King George, and ſeveral more ſhips.

TABLE XIII.

Shews the Difference between the Watch, Lunar Obſervations, and Longitude, by Account at Noon on ſeveral Days during the Paſſage from St. Jago to the Sandwich Iſlands.

N. B. The Watch is one of Mr. Arnold's ſmall Pocket Time-keepers.

Time.	Watch Weſt.	Lunar Obſervations Weſt.	Account Weſt.	Remarks.
1785.	° ′	° ′	° ′	
Nov. 18	28 03	28 09	24 54	Having found the watch to alter her rate of going in different degrees of heat and cold before we left St. Jago, I made a ſmall table of the alterations by which ſhe was always calculated during our paſſage to the Sandwich Iſlands.
21	30 45	30 35	26 30	
28	34 25	33 10	29 34	
Dec. 4	37 46	38 21	33 56	
8	42 35	42 37	38 41	
13	46 21	no obſerv.	43 43	
22	53 40	53 36	51 58	
25	54 42	no obſerv.	51 35	
1786.				
Jan. 1	57 10	ditto.	54 25	
26	64 29	64 37	63 18	
30	62 19	no obſerv.	63 30	At the time we left St. Jago, the watch loſt on mean time $0^h. 00^m. 02''.$ per day.
Feb. 7	71 30	ditto.	74 59	
15	80 51	ditto.	86 11	
18	82 30	82 50	87 01	
22	81 40	82 23	85 39	On our leaving the Falkland Iſlands, ſhe loſt on mean time $0^h. 00^m. 05''.$ per day.
27	82 43	no obſerv.	87 26	
March 6	81 31	81 38	83 25	
15	85 16	no obſerv.	90 03	
20	89 00	89 20	94 44	
25	92 40	92 04	99 17	
April 11	110 00	109 20	112 24	
19	116 00	115 40	118 13	
26	117 40	no obſerv.	120 55	
May 4	125 32	124 30	127 58	May 24th, at noon, the N. E. point of Owhyhee bearing N. $\frac{1}{2}$ W. three or four leagues diſtant, I found the watch to be out in longitude 38 miles.
19	146 44	146 45	147 32	
22	151 40	151 34	151 39	
23	153 15	no obſerv.	153 33	
24	154 16	ditto.	154 10	

MVSEVM
BRITAN
NICVM